

THE AMERICAN

20c • DECEMBER 1970

LEGION

MAGAZINE

THE CASE FOR THE SUPERSONIC TRANSPORT

ARE YOU SURE OF YOUR
RETIREMENT PENSION?

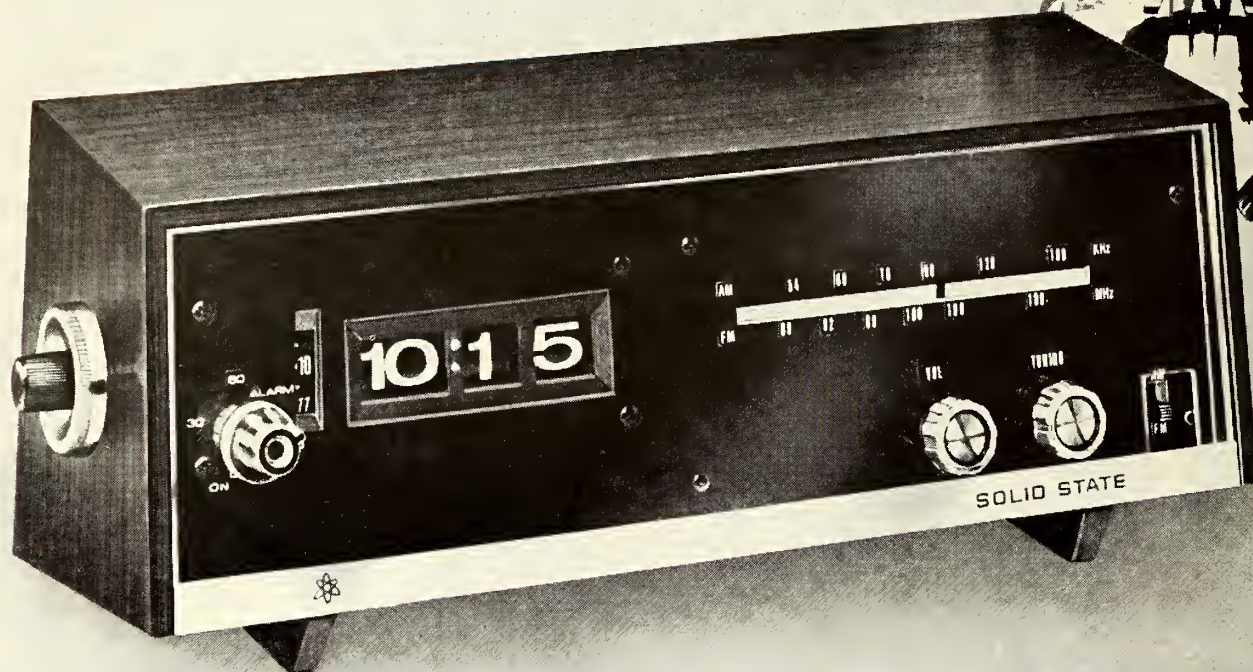
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The American

LEGION

Magazine

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LETTERS TO THE EDITOR

Letters published do not necessarily express the policy of The American Legion. Keep letters short. Name and address must be furnished. Expressions of opinion and requests for personal services are appreciated, but they cannot be acknowledged or answered, due to lack of magazine staff for these purposes. Requests for personal services which may be legitimately asked of The American Legion should be made to your Post Service Officer or your state (Department) American Legion Hq. Send letters to the editor to: Letters, The American Legion Magazine, 1345 Avenue of the Americas, New York, N.Y. 10019.

THE SOUTH IN THE REVOLUTION

SIR: I enjoyed reading the article, "A Brief Account of the American Revolution in the South" (Sept.), by Harvey Ardman. It parallels and expands on a portion of "The Military Strategy of the American Revolution," which appeared in your issue of March 1968. That article, by John Clagett, failed to mention one of my favorite heroes, Gen. Thomas Sumter. I felt like protesting the omission, but I just procrastinated as I waited in vain for some good neighbor in South Carolina to speak up in behalf of "The Gamecock."

Now, at last, I am happy to say, General Sumter has been accorded the honor he so bravely earned.

JAMES R. TURREVILLE
Savannah, Ga.

SIR: Please convey the thanks of many Southerners in this organization for the truly remarkable article on the American Revolution in the South. Many of us thought "we knew it all," when we found after reading the article we knew very little about our Southern generals. From some of the "guys," well, the South won the Revolution and lost the Civil War.

L.E. NICHOLSON
Miami, Fla.

SIR: A noted South Carolina after-dinner speaker was almost mobbed in Boston some years ago after he had told an audience of Daughters of the American Revolution that more decisive battles of that war were fought in South Carolina than in Massachusetts. But one of them wrote him later to apologize for her mistaken idea of history.

Thanks in behalf of all South Carolinians for the excellent story.

T.S. BUIE
Spartanburg, S.C.

SIR: Let's have more like "A Brief Account of the American Revolution in the South." It was great.

E.K. MAGRATH, JR.
Chattanooga, Tenn.

OUR CRIMINAL COURTS

SIR: Through a study of American Government, I have become aware of different aspects of the United States Government that I never thought would interest me. Your article, "The Mess In Our Criminal Courts" (Oct.), opened my

eyes to the situation and thoroughly convinced me that something must be done. I do believe that we have a very just, credible system of law. It is only those who take unfair advantage of it who make it inefficient and unfair to others.

Our laws are written to protect the innocent, but are twisted to free the guilty. American citizens who criticize United States laws are doing an injustice to the country. The criticism should fall upon those who abuse the freedoms and privileges of our extremely praiseworthy system.

MISS MARY SUE MULVIHILL
Marshalltown, Iowa

CHIEF JOSEPH'S APPALOOSAS

SIR: A friend always passes along The American Legion Magazine. In the October issue was David Loth's story, "The Noblest Red Man of Them All," which was excellent, but I have one small complaint. Mr. Loth mentioned the horses of the Nez Perce but never the breed. To set the record straight, they were Appaloosa horses. The climax was that the U.S. Army, to get over its humiliation of being outwitted and outmaneuvered, tried to eliminate the breed. Fortunately, it didn't succeed and the Appaloosa is now the third largest breed in the country. If it weren't for these fine horses, Chief Joseph could never have done what he did.

MRS. E.N. DUPONT
Northboro, Mass.

SAMUEL F.B. MORSE AND THE NATION'S CAPITOL

SIR: Your article, "How They Built The Nation's Capitol in Washington" (August), was truly outstanding. You refer to the uncompleted panels, begun by artist Constantino Brumidi and finished, after his tragic fall, by others. It is not too widely known that the accredited inventor of telegraphy, Samuel F.B. Morse, was a professional artist who applied for a commission to finish one of the four panels. As recorded in the Dictionary of American Biography: "Several causes contributed to Morse's final withdrawal, about 1837, from painting. The contumelious rejection by a committee of Congress of his application to fill one of the four vacant panels in the rotunda of the Capitol was probably the deciding factor; but he was weary of the struggle for recognition and even for subsistence; he had reached the limit of his powers as an artist, and a new career was opening before him." Had it not been for this turn of fortune, the development of modern day telegraphy might well have been delayed for years.

JOS. T. HASLINGER, SR.
Greenbelt, Md.

A GOOD LAW FOR COLLEGES

SIR: "Survival of the fittest" would be a good law for colleges. College fitness

ratings would help to determine which institutions do still educate and which ones therefore deserve donations and financial assistance, as well as determine which ones threaten the least interruption of student progress or faculty careers.

If such a plan were put into effect, "survival-of-the-fittest" colleges would mean growth for those colleges which do have leadership, aims and genuine education, instead of indoctrination. Likewise, it would mean permitting death to overtake those colleges which get hopelessly "involved" in making a battlefield of the campus or get pre-occupied with the training of revolutionaries.

Shouldn't patriots at least insist that state laws protect the continuance of on-campus ROTC instruction, even at state expense, with full credit guaranteed toward graduation? Perhaps less of the anti-intellectual, barbaric anti-ROTC firebug and bomber activity would occur if the state laws gave ROTC a priority status, so that the price of a burned-out ROTC building would be suspension of a lower priority program or the denial of some new program of instruction wanted by the Left.

FRED W. DECKER
Corvallis, Ore.

AUTHOR SEEKS WW2 & KOREAN ANECDOTES

SIR: For an upcoming book, I wish to contact WW2 & Korean vets having unusual combat experiences (close calls, the unbelievable or humorous types).

WALTER S. ANDARIESE, Faculty
Edgewood Regional HS
Box 158
Atco, N.J. 08004

ATTN: PRE-WW2 CORREGIDOR VETS

SIR: For research on an article, I would like to hear from anyone stationed on Corregidor before WW2 who might be able to supply me with information on, and old photos of, the trolley line operated there by the Army QM Corps.

R. FORTY
942 Beech St., Apt. 307
San Diego, Calif. 92101

DEPARTMENT OF CORRECTION

In 1946, two distinguished doctors were among those who interceded with President Truman to revamp the VA hospital system. These two were Dr. Winfred Overholser, head of St. Elizabeth's Hospital in Washington, D.C., and Dr. Leonard Rowntree, who headed Selective Service medicine in WW2. They were also among those who served on the Legion's medical advisory committee and Truman's VA medical committee at the time. In our article on the VA hospitals in Sept., we managed to go to press making one man of these two great friends of veterans, identifying them as Dr. Winfred Rowntree. We are indebted to Peggy Williams, of the Legion's Washington office, for calling this inexcusable botch to our attention. RBP

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Russia's entry in the foreign SST race is her TU-144, capable of 1,550 mph. It first flew in 1968.

THE CASE FOR THE

Supersonic Transport

In the face of the objections to the SST, can you say why our aviation experts want it?

By **HARVEY ARDMAN**

THE DEVELOPMENT of an American supersonic transport airplane, to carry commercial passengers between continents three times as fast as current jets, has been a controversial subject for quite a few years now.

Government funds as well as private funds are needed to help bear the enormous cost of development, so the creation of an American SST is in the area of public debate, and it has been debated to a fare-thee-well.

A host of objections to the SST has been raised. They include:

- The great cost of development.

- The need to divert government funds, instead, to poverty programs and other social purposes.

- The lack of any apparent need for such air speed at such cost when it can take nearly as long to get to and from the airports as it takes to fly the Atlantic right now.

- The sonic booms that such planes would make, to the annoyance or worse of people and things below.

- Supposed danger of radiation damage to passengers who'd fly as high as the SST's would fly.

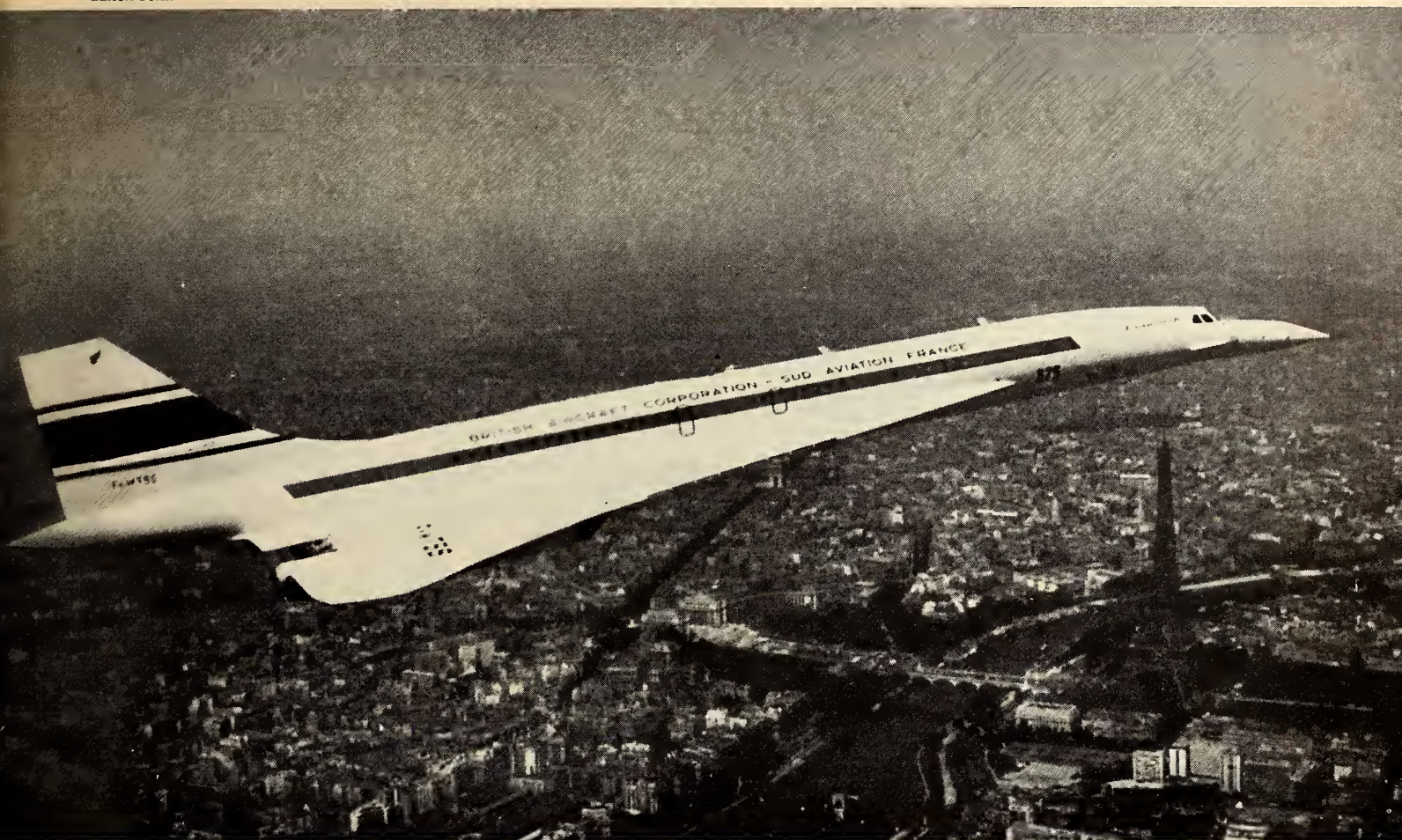
- Pollution of the upper air by jet exhausts with possibly direful effects on world climate.

- Possible destruction of the high ozone layer which helps keep damaging ultra-violet rays from reaching the earth.

Anybody who has been reading the papers or listening to radio or TV knows that these discouraging objections have received the most attention in the public debate. They have gotten the headlines, the prime spots in news broadcasts and the blasts of some of the politicians. In the recent elections some candidates of both parties included anti-SST platforms in their campaigning. Alarmed conservation and anti-pollution groups have issued these objections to the SST broadside.

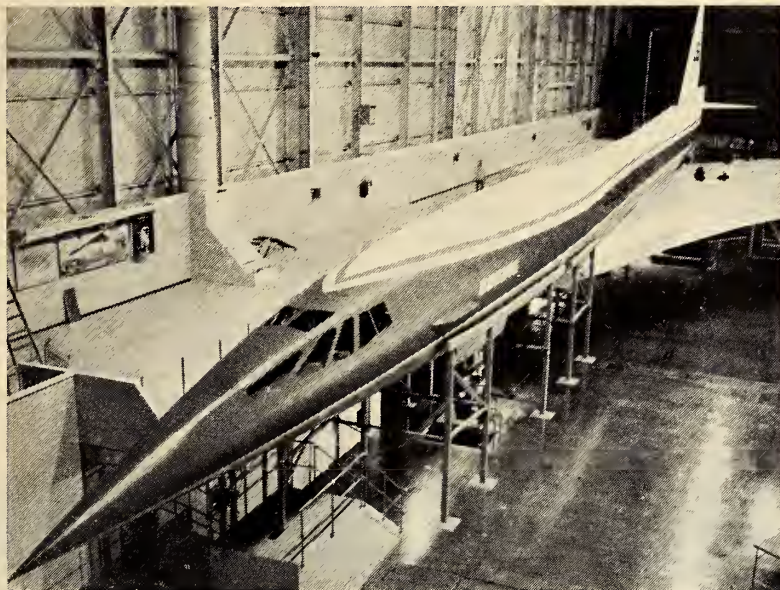
The public is entitled to hear and weigh these points. The SST is a public question, and these are not the kind of objections that should be swept under the rug.

The public is equally entitled to hear the answers to them and the reasons why an American SST is wanted, if we are really supposed to reach great decisions



Joint British and French efforts produced the Concorde, capable of cruising at 1,350 mph. It first flew in 1969.

BOEING



Our SST, the 2707-300, is only in dummy in Boeing's Seattle plant.

through the expressed will of an informed public.

Inexpert propagandists have been fantastically wrong in their treatment of scientific developments in the past. So wrong have they been that in a recent release the Nat'l Aeronautic Ass'n—which is *for* the SST—had a bit of fun with the media's habit of giving the bigger play to SST objections. The NAA

dug up an Oct. 9, 1903, New York Times editorial that appeared after Professor Langley's Flying Machine had crashed into the Potomac on Oct. 7 of that year.

Langley's attempt to fly was a "ridiculous fiasco," said the Times then. It went on to say that it would take "from one million to ten million years" to evolve a machine that would really fly, *if* we could eliminate "the existing relation be-

tween weight and strength in inorganic materials." Birds are organic and can fly, machines are inorganic and cannot, it explained. We'd be better advised, it said, to devote our efforts to more profitable things.

Langley's plane crashed in the Potomac again on Dec. 8, 1903. Two days later the Times of those days was back scolding him. The unsolvable problem of flight, it patiently explained to Langley, was that because there is always a weakest part to any mechanical device, extra strength must be built in to provide a safety factor. "To allow it in an aeroplane," Langley was advised, "would be to weight it so that it would be too heavy for its purpose."

As a lesson in newspaper science, let it be noted that Langley's plane was later proved flyable, and that when the above editorial appeared on Dec. 10 the Times had just seven days left for the life of its explanation of why man would not fly until at least the year 1001903 A.D. On Dec. 17, 1903, Orville Wright took off, flew and landed a heavier-than-air machine under its own power at Kitty Hawk, N.C.

Digging up such editorials is good clean fun, of course. It doesn't prove anything one way or the other about the SST. But it does make a valid point.

The case for the Supersonic Transport

When we get tailor-made opinion on the scientific impossibility of coping with problems, we are well advised to hark to the experts as well as the amateurs, and we are entitled to a fair shake in getting our hands on what the experts say.

Some of the objections to the SST are deadly serious, and not to be taken lightly. Which doesn't mean that nothing can be done about them. Some of them are pure nonsense. Others are irrelevant. Meanwhile, the main reason why the aviation industry and the U.S. Department of Transportation want the SST has been reported with so little emphasis—among all that has been said—that if you know what it is you're a rare bird. Do you know why those who want it want it?

The SST certainly is *not* being promoted to make sonic booms, pollute the air, change the climate, waste money or irradiate passengers.

The latter is among the objections in the nonsense category. Radiation from space is a little more at the 65,000-foot elevations that SST's would normally fly than it is at the 35,000-foot levels of our present commercial jets. At 65,000 feet, radiation generally is almost as great as it is at ground level in New York City. New York has higher than normal ground level radiation for reasons nobody yet comprehends. Normal radiation at 65,000 feet is not as great as it is in some long-inhabited areas of South America.

There are periods when solar flares intensify the radiation in the upper atmosphere. These flares are monitored and even predicted from earth. All an SST pilot need do would be to react as you do when you see a red traffic light. He'd stop. That is, stop flying at 65,000 feet and come down to a lower level—in fact he'd be ordered to.

There is a world of experience in dealing with this. Military planes have been flying with men aboard at these altitudes and higher for close to a generation now. Our U-2 pilots logged thousands of hours at 75,000 to 80,000 feet without any radiation problem. The radiation factor is not an argument against our producing SST's, but only a warning to observe precautions that are already timeworn.

Solar flares aside, there is less radiation exposure for passengers flying the Atlantic in an SST than in one of our current commercial jets. Time is a factor of radiation exposure. A passenger on a two-and-a-half-hour SST flight from New York to London at 65,000 feet will, under normal conditions, absorb less radiation than he does today making a six-and-three-quarter-hour flight at 35,000 feet. The much shorter time of exposure more than offsets the slightly higher radiation level.

If concern about radiation is to be taken seriously, we must scrap the present planes as fast as possible and get cracking with high speed SST's so that passengers need not spend so much time at high elevations. Fortunately, the radiation in either case is usually negligible. It is easily avoidable when it is not negligible. Which is why I have labeled this as a nonsense objection against producing American SST's.

At the other extreme, the sonic boom question isn't nonsense at all. A plane flying faster than sound (and the SST's would hit top speeds not quite three times the speed of sound) makes a boom that makes a bang on land and sea below. There is no known way to prevent a plane that's flying faster than sound from making a sonic boom.

The designers, planners and proponents of the SST have been more aware of this than anyone else. The boom is a bug they can't lick entirely.

If we get our own SST's they will have to be, and will be, tightly regulated when it comes to making booms. The regulations of SST flight proposed by the Department of Transportation are tougher than those imposed on supersonic military planes. So when it comes to the booms that you might hear from SST's, you can say they will be scarcer and weaker than whatever booms you have been hearing from military planes. In fact, you can expect none unless you're at sea. This does not overcome the objection, and nothing can overcome objections to booms if there are to be booms.

SST's will be forbidden to fly at boom speeds over land in U.S. territory, and other countries have their own rules. Planes are not being sought for strictly land routes, but only for transoceanic flight. When and if they fly from, say, Chicago to London, they will still have a speed of advantage during the land portion of the flight of 200 to 250 mph over current commercial planes without making booms on the ground.

They will be forbidden to make booms until they are out to sea. Most of their

supersonic speed will be at around 65,000 feet over water. They will not dive and maneuver like military planes. Dives and low-level flight produce the window-breaking, dynamite-like booms that have been experienced from military planes.

It is no kindness to ships at sea to make any booms. What kind of booms will ships hear? Sonic booms are measured in pounds per square foot (*psf*) in excess of the existing air pressure. A *psf*



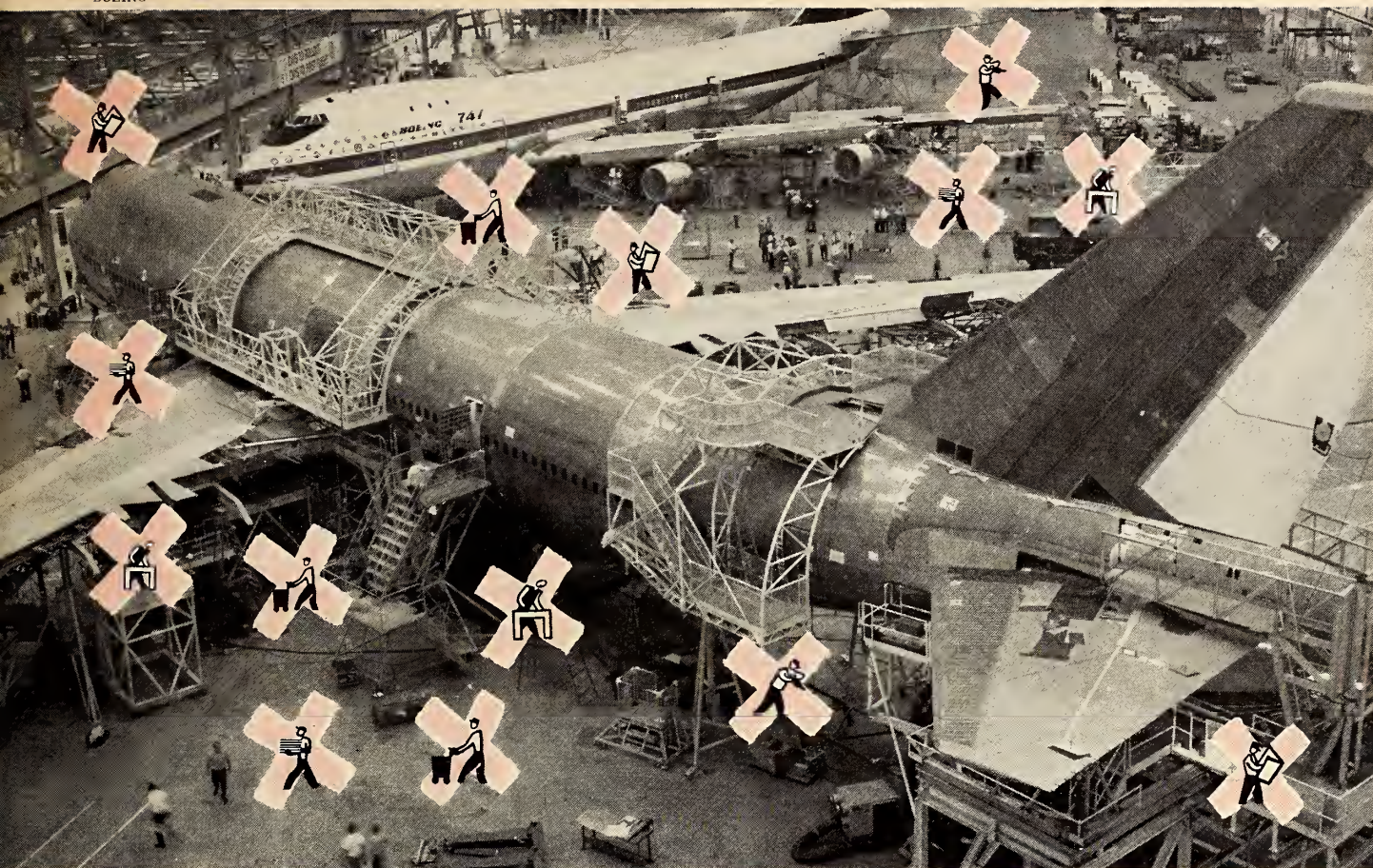
of 120 is a helluva boom. It doesn't directly injure people but nothing else good can be said about it. The plaster-cracking, window-shattering boom can have a *psf* as low as 10 to 20. A diving or low-level fighter plane can produce one easily.

The SST in its level flight at its prescribed altitude will make booms of from 1.5 to 2.2 *psf* on the water below. This is like a thunderclap from maybe half a mile away—not distant, not right on top of you. It exerts the same *psf* that hits the ears of a Volkswagen driver when he swings his car door shut. At one point in its climb to cruising altitude the SST will make a boom of 3.5 *psf*. This is like a nearer thunderclap. Ships are surely going to hear these thunderclaps caused by SST's when they hit their transoceanic speeds. It's nothing to cheer about, but neither does it seem to have

LOCKHEED AIRCRAFT CORP.



We don't get all the business today even when we sell planes abroad. Thus when Lockheed



Since 1968, more than 258,000 U.S. aerospace jobs have disappeared. If we don't get world SST business, many more will vanish.

been a problem of great dimension so far. For many years military planes have been flying all the oceans at Mach 2 (scientific jargon for twice the speed of sound) without creating a maritime problem.

But let's not kiss off sonic booms. Who wants them even if SST's won't make bad ones at sea and none over land? The problem here is a different one. We won't escape booms from supersonic transports by preventing the United States from developing SST's. Britain, France and Russia are making SST's. They've flown theirs while all we have is a dummy.

U.S. and European airlines have already reserved 74 SST's from pending

British and French production. Foreign-made SST's are going to be flying the oceans, and making booms over them, whether we develop our own SST's or not. If we keep American firms from making SST's we will lose the business and still get the booms. The boom question, then, is a question of regulation, and not a reason to keep us out of the SST business.

Here we get to the real reason why our aviation experts in and out of the industry want to keep going full speed on SST development.

It is purely economic.

The livelihoods of the Americans whose jobs and income depend on our aerospace industry require us to be

ahead of the world in supersonic commercial jet plane design, manufacture, performance and sales in the years ahead. We cannot match the low cost of cheap labor abroad, and we live or die in business competition with the rest of the world by keeping ahead or not keeping ahead in performance.

The SST is the next generation of passenger planes. While we debate whether there should or should not be SST's, our aviation industry is already seriously behind the time schedule of foreign competitors in developing a marketable SST for the world's airlines.

We have more than a million people directly employed in the aerospace industry. We have a total of more than four million whose incomes are directly identifiable with aerospace production and sales, when we include subcontractors and suppliers who are not themselves directly a part of aerospace.

From now through the 1980's the health of the industry will depend largely on whether or not we make and sell the lion's share of the coming generation of SST passenger planes.

According to present plans, the joint British-French SST, the Concorde, will be ready for scheduled flights between 1972 and 1974. The Boeing SST, by contrast, is well behind that. It can't enter commercial service until 1978, even if it suffers no further delay.



(left) or Boeings (right) are sold to Britain, she insists on installing Rolls-Royce engines.

CONTINUED The case for the Supersonic Transport

The drawing-board Boeing is far superior to the already-flown Concorde. No airline would prefer a Concorde to a Boeing if it were offered a choice of two proven planes that meet the present specifications of each, though a Concorde would cost less. The major world airlines might sit out the four-to-six-year time difference for most of their SST purchases if they could be assured that the Boeing would be available about on target.

The Boeing's superiority is based on an American technology that cannot yet be duplicated abroad. It would cruise about 430 mph faster than the Concorde with more than twice as many passengers. What the airlines want is more speed while carrying more passengers.

mean more in the future than the hours saved on each trip.

The present Concorde, designed to carry 128 passengers at 1,350 mph cruising speeds, is so superior to the jets now flying that, without a Boeing SST, the world's airlines would go for Concordes, as their 74 existing orders for Concordes attest.

But it's so inferior to the Boeing's planned performance that the Concorde couldn't stand the competition of an assured Boeing SST.

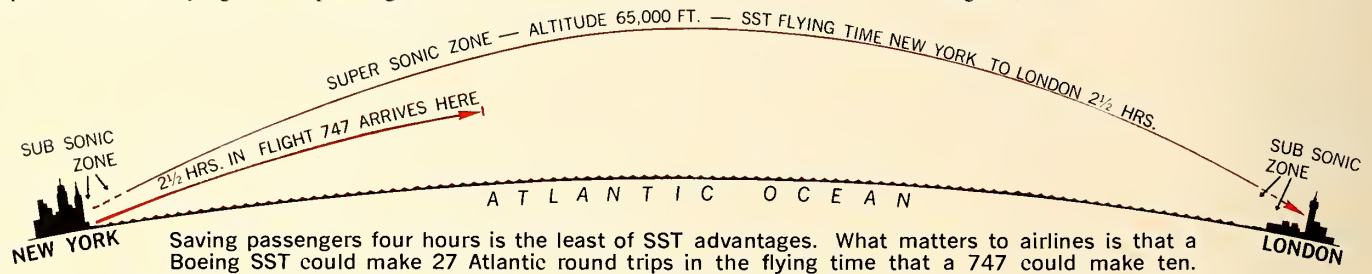
Rumors keep pouring out of Europe that the Concorde will be abandoned, whether we produce a Boeing SST or not.

Rumors about multi-million dollar

employed in aerospace. Well over 4 million more benefited directly from subcontracting and supply orders placed with other industries. Throughout the '60's, U.S. aerospace thrived (1) on its near-monopoly of free-world civilian plane sales; (2) on its space contracts for NASA; (3) on its manufacture of U.S. Air Force, Navy and Marine Corps planes and, (4) on its sales of military planes abroad.

In civilian plane sales alone we have provided very nearly all the planes flown by U.S. airlines, while 84% of all jets flown by commercial airlines in the free world today are American made.

In June of 1970, those directly employed were down to 1,160,000. Some 258,000 jobs had disappeared in a little over a year. Cities like Seattle, Los Angeles, Wichita, Dallas and Fort



It isn't that they are concerned about saving each passenger four hours or so in crossing the Atlantic. Probably not one passenger in ten could do much with the time saved, though few would choose a seven-hour flight if a two-and-a-half-hour one were available. What interests the airlines is that a single plane could carry far more people in any given time.

A 298-passenger Boeing SST, designed to cruise at 1,780 mph, could make 27 N.Y.-London round trips in the flying time that the new Boeing 747 needs to make ten round trips at its 595 mph cruising speed. Scheduling, turn-around and on-ground factors may not allow full use of this advantage, but the first Boeing SST will probably be twice as productive in passenger haul as a 747, and later ones as much as 2½ times as productive.

Of course, this kind of SST performance represents vast operating savings for the airlines. None of them want to fly many slower planes and crews, and support terminal facilities for them, to do what a few SST's might be doing for their competitors.

This kind of performance could also do something more for passengers than save them a few hours. The economical performance of SST's would hold their air fares down. If we stay with the present planes, airline efficiency will hit a plateau. Thereafter, transoceanic air fares must rise with inflation. The better economic performance of SST's will hold fares down. For most passengers, the dollar savings in fares will probably

projects often have multi-million dollar motives behind them. Every fresh rumor that the Concorde will never go into full production is heralded here as proof that we don't need the Boeing SST after all, and it promotes delay in Boeing SST development. Every delay of the Boeing SST gives the Concorde's makers more time to sell the first models and more time to work on improvements that might make it more competitive with the Boeing. The British Concorde is probably quietly in production now.

Some of our own responsible people outside of the aerospace industry have taken all of this lightly. It is deadly serious (a) to the Concorde makers abroad who are proceeding with the ship in Britain and France behind the façade of rumor, and (b) to everyone whose bread and butter comes from airplane production in the United States.

The widespread public and political campaigns against the SST here are fostering near panic in our aerospace industry. The whole industry is hurting today, even though (thanks to its past technological superiority) it has previously suffered far less from foreign competition than most of our other major industries.

U.S. aerospace is now seriously depressed for a variety of reasons which may not change for the better soon, and it looks to the SST to give it the lift it needs.

Our plane-making industry was on the rise until recently. In 1968 we hit an all-time peak of 1,418,000 people directly

Worth suddenly suffered widespread unemployment.

By next March, the outlook is that another 174,000 jobs in the industry will have disappeared. With each job that goes, roughly three people in subcontracting and supply firms lose work due to the disappearance of aerospace orders.

The industry had been doing better than ever in the sale of civilian planes here and abroad until just recently, when, unfortunately, it needed to do better yet.

We sold \$3.2 billion worth of commercial planes in 1966—with about \$1 billion in sales overseas. In 1969, we hit a high of \$5.6 billion, with almost \$2 billion in foreign sales.

Since then a series of blows has struck the industry.

Commercial plane orders of current jets slipped off because of internal crises in the airlines.

Our government cut back both its military and its space-program orders.

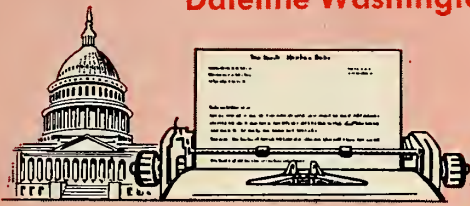
National policy dictated that we not sell military planes to aggressive small countries abroad. The French moved into that market. With assured sales left them by our moving out of the picture, they have now produced a better small fighter for small nations' purposes.

Today, South American countries no longer buy any U.S. combat planes. They get them chiefly from France.

Readers may applaud or condemn these losses of military and space orders,

(Continued on page 44)

Dateline Washington . . .



POLICE-MURDER WAVE SPREADS MEGALOPOLIS IS JAM-PACKED ERADICATING DREAD DISEASES

A growing "lack of respect for the law" has been blamed by FBI Director J. Edgar Hoover for the spreading wave of murders of policemen. Mr. Hoover believes that the rising number of police murders threatens the nation's entire law enforcement system.

The FBI Director reports that last year a record number of 86 law enforcement officers were murdered, a 34% increase over 1968. During the entire decade, 561 officers were killed by criminals. All but three of the police killed last year were shot--67 by handguns. Thirteen police were murdered by their own guns which had been seized and used against them.

"Only an aroused citizenry and swift and certain punishment by the courts can reduce felonious acts against police," Mr. Hoover declares. "When a law enforcement officer dies at the hands of a killer, part of our system of law dies with him."

Nearly one-fifth of our nation's population--36.2 million people--is crammed into megalopolis, the 450-mile strip of land stretching from Boston to Washington, according to figures in the 1970 census compiled by the Bureau of the Census.

Megalopolis, the site of most of the 16th and 17th century colonial settlements, has been growing ever since, and the Census Bureau now deems it to be virtually one elongated metropolitan area or "strip city." The area, stretching along the Atlantic Coast, includes 34 contiguous metropolitan areas. Harrisburg, Pa., is the furthest inland city.

Seven of the metropolitan areas in megalopolis have populations of over 1 million people, the New York area leading with 11.4 million, followed by Philadelphia with 4.8 million. The other five areas with over a million include Boston, Washington, Baltimore, Newark and the Paterson-Clifton-Passaic sector.

A call for a national crash priority program against dread diseases has been issued in Congress with the introduction of a Senate Concurrent Resolution co-sponsored

by Senators Charles H. Percy (Ill.) and George S. McGovern (S.D.).

According to Senator McGovern, "the nation continues to be appalled by the death rate of its people, stemming from cancer, stroke and heart disease." He notes that cancer takes over 300,000 lives each year, and over a million people are currently under treatment from this often fatal disease, and that heart ailments of one form or another accounted for a half-million deaths last year.

Object of the resolution is to reorder our national priorities and to fund the crash program so as to eradicate the menace of these diseases by 1976, the 200th anniversary of U.S. independence. The sponsors also seek to involve the private sector--by providing expanded federal appropriations to foundations and medical research centers.

PEOPLE AND QUOTES

NATION OF HOPE

"It really is time to stop tearing America down, to stop the hand wringing and the head shaking. It is time to reaffirm the values that make this nation the hope of the world." Vice President Agnew.

DAMNINGLY IGNORANT

"Those who blithely damn American society as 'repressive' are woefully malicious or woefully ignorant. They have not seen what a truly repressive or even restrictive society can be." Prof. E. Adamson Hoebel, anthropologist, U. of Minn.

RAUCOUS MINORITY

"The destructive activists at our colleges and universities are a small minority. But their voices have been allowed to drown out the responsible majority." President Nixon.

CALL ON ALL AMERICANS

"Until the American public cooperates 100% with local law enforcement efforts, police will be hindered in their efforts to

control crime." Sen. Hugh Scott (Pa.)

CUBA UNDER CASTRO

"It was true that the Cuban people were in miserable condition under the Batista dictatorship, but Castro's dictatorship has made it worse." Juanita Castro, sister of Cuba's Castro.

PRIVATE SECTOR FIRST

"Only when the private sector fails should the law step in to implement the solutions or the progress we need." Sec'y of Commerce Maurice H. Stans.

DOPE ADDICTS

"Every time one addict is cured another takes his place because of the ever-increasing amounts of heroin available." John E. Ingersoll, director, U.S. Narcotics Bureau.

DEAD AIR

"If we do not act soon to strictly enforce pollution laws and clean up the atmosphere, we will be wrapping victims of pollution in blankets of dead air." Rep. Lester L. Wolff (N.Y.)

IS THE WAR SONG a thing of the past? Offhand, almost anyone would say, "Yes." How many martial, sentimental or even humorous songs can you recall that have served to stimulate either GIs or the general public during the Korean venture or the Vietnam and Cambodian confrontations?

On the record, since WW2 Tin Pan Alley has come through with very few spirited or even lighthearted numbers associated with battle or the lads behind the guns, or flying off into the wild blue yonder, or sailing off and over or under

WIDE WORLD PHOTOS



Irving Berlin, singing "God Bless America" at New York's Stage Door Canteen in 1942.

the seas. Sgt. Barry Sadler's "Ballad of the Green Berets" and some country music about events since 1964 are about the only exceptions.

Compare that with the more than two-score melodies that found their way into the hearts and voices of the soldier boys and their fellow countrymen and our allies during WW1—and almost as many during WW2.

"Over There" for instance, and "Tipperary," "Praise the Lord and Pass the Ammunition," "Remember Pearl Harbor," and "The White Cliffs of Dover," "Comin' In on a Wing and a Prayer," and "We've Just Begun to Fight," "Mademoiselle from Armentières" and "There's a Long, Long Trail A-winding"—and so many others authored and melodized by Americans or by songwriters among our allies.

The fashioners of the tunes and lyrics were equally prolific during the Civil War as they backed the lads in Blue and in Gray, as well as the loyal public, with such spine tinglers and in some cases tearjerkers as "The Battle Hymn of the Republic," "Dixie," "Marching

Through Georgia," "Tenting on the Old Camp Ground," "Maryland, My Maryland" and so on.

Before dwelling on the war songs of the American Revolution, the War of 1812 or the Spanish-American War, each of which provided inspiration for the tunesmiths of their respective eras, let's ponder over the seeming indifference of Tin Pan Alley to the Korean and Vietnam embroilments.

Of course, it has been impossible to compose songs about either of these engagements to rank with "Over There" or "The White Cliffs of Dover." Both of these classics promised victory some day, and the theme of eventual military success runs through many of our nation's truly martial songs.

Since we never pledged ourselves to victory in Korea or Vietnam, our songwriters were left with the prospect of composing something like "There'll be Negotiations Some Day," or "Keep Fighting for the Conference to Come," or perhaps "Fire, Fire, Fire for the Cease-fire."

The prospect of whipping up lyrical emotion on such a basis is challenging. In the absence of a national feeling of a victory to be sought, voiced by national leaders, our best songwriters have a vague feeling that it has been impossible to write anything stirring for Korea or Vietnam.

I sounded out one of our outstanding songwriters—Mitchell Parish. "Why," I asked, "haven't you or other of the ASCAP (American Society of Composers, Authors and Publishers) members come through with some Vietnam songs? Why didn't we have any for the Korean War?"

Parish shrugged his shoulders. "We can't seem to find empathy with Vietnam—just as we didn't with Korea. It wasn't—and I'm old enough to remember—the way we felt about Kaiser Bill and the Germans—and the marching through the streets of the troops while the bands played 'Over There' or sometimes 'Yankee Doodle'—or the hate we had for Hitler and his Nazi gang. Those parades stirred us up, too—we all felt like getting into the action."

The famed lyricist for so many Hit Parade favorites—among them "Stardust," "Deep Purple," "Take Me In Your Arms," "Stars Fell on Alabama," "Moonlight Serenade" and scores of others, continued: "Maybe another reason we songwriters ran dry on war songs was that the Korean and Vietnam actions came too close together. I mean we had hardly shaken off WW2 when we were fighting in Korea—and a few years later in Vietnam. You take the other wars. There were more than 20 years between the end of WW1 and the start of WW2. Then the Korean War and Vietnam followed in rapid succes-



MUSIC: DER FUHRER'S FACE; GLORY, HALLELUJAH—COURTNEY SEIDMAN—OVER THERE—CULVER PHOTOS

sion. Maybe that's the answer, too—I mean why we feel no urge to write war songs and tend to stick to pop tunes."

That reminded me of a casual conversation some years back with another top songwriter, the late Jimmy McHugh, who gave us such memorable chants as "On the Sunny Side of the Street," "I Can't Give You Anything But Love, Baby," "Exactly Like You," "It's a Most Unusual Day"—and perhaps a hundred or more others. The matter of lack of songs for the Korean and Vietnam strug-



The Songs We've Sung in Wartime

A nostalgic review of songs that have stirred Americans throughout history—until recent years.



Your Song - My Song - Our Buy Song
OVER THERE

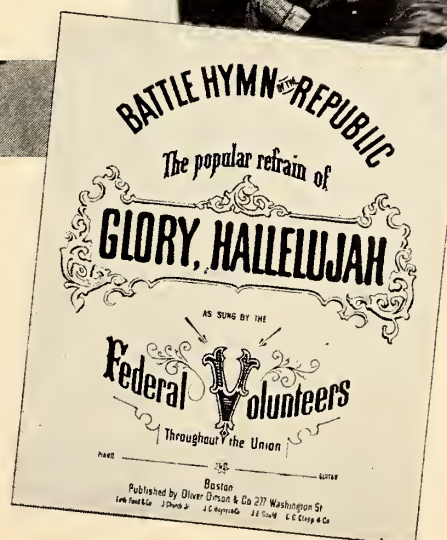


gles came up somehow and McHugh too expressed the lack of lyrical possibilities in wars that are limited in our expressed purpose.

Somehow, even though the effort, the fighting and the suffering are in deadly earnest, they "... don't seem like WW1 where everyone got really stirred up, or WW2 where we felt if Hitler and his Nazis won, brother—they'd be after us next. I wrote a song in WW2—remember it? 'Comin' In on a Wing and a Prayer'? Draped the tune around Hal

Adamson's lyrics. And I wrote two war bond numbers. 'Buy, Buy, Buy a Bond' was the official one for the 7th War Fund Drive and another, 'We've Got Another Bond to Buy.' They made that the official 8th War Bond Drive song."

Al Brackman, a top executive of the Richmond Organization, which possesses the world rights to many of Pete Seeger's offerings as well as many other antiwar, peace-themed songs, told me that the rising popularity of songs with peace themes, keyed to weariness with



CONTINUED The Songs We've Sung in Wartime

war, had naturally tended to inhibit war songs with the old-time flair. There's a feeling that songs soldiers might go for won't sell well.

But when you actually look at the songs we've sung in wartime in the past, they weren't all martial or military by a long shot, and many of them sold millions of copies. I can't recall a song that was enthusiastic about war. The soldiers themselves were more apt to sing songs of loneliness, love, ribaldry, hope for the future, or good-natured complaint about their lives in uniform. The folks back home sang the victory songs more often and with more gusto.

Irving Berlin believed that the lighter mood was what the nation and the troops needed to keep up their morale. He was in the army himself in WWI and was able to express the dismal opinion of his buddies of one phase of army life when he wrote "Oh, How I Hate to Get Up in the Morning," featured in the show he put on with an all-soldier cast—"Yip, Yip, Yaphank." Berlin not only wrote the show but sang this particular song himself.

Years later, during WW2, he provided the words and music for another all-soldier show, "This Is the Army." And he revived and again took it upon himself to sing "Oh, How I Hate to Get Up in the Morning." Out of that show emerged "This Is the Army, Mr. Jones" and "I Left My Heart at the Stage Door Canteen." Neither was martial. Featured, too, was "God Bless America," which is patriotic but not warlike.

Actually, "God Bless America," which many think has attained the prestige of another national anthem comparable with "The Star-Spangled Banner," was first written by Berlin for a production number to be used in "Yip, Yip, Yaphank" back in 1918. For some reason or other in 1918 he decided to substitute another song for it: "We're on Our Way to France." It was years later, in 1938, when Kate Smith was scheduled to put on a special Armistice Day radio show and called upon Berlin for help that he remembered the discarded song. After that, it became our nation's pet.

When it was suggested to Berlin that many citizens thought they liked it better as a patriotic song than "The Star-Spangled Banner," not only because the latter was identified with a single event in the War of 1812 but because it was also a difficult song vocally, Berlin said: "That's silly. There never will be a song to replace 'The Star-Spangled Banner' as our anthem—nothing to equal it in generating patriotic fervor."

Berlin refused to cash in on "God Bless America." He sponsored a "God Bless America" fund—and all royalties

accruing have been through the years allotted to the Boy Scouts and Girl Scouts organizations.

One fact does make itself evident. In our major wars of this century, the GIs rarely chanted the strictly martial tunes. For instance, during WW2, a prime favorite was "Roll Out the Barrel" ("Beer Barrel Polka") with lyrics provided by songwriter Lew Brown to a Czechoslovakian tune. Not only our own troops but British and Australian lads were singing it as they marched to where the action was, or when groups of them gathered during battle lulls.

they were lucky enough to hear it. Words like that can't be found in print.

In WW1, "Tipperary" was high on the doughboys' list along with Geoffrey O'Hara's stutterer "K-K-K-Katy," and "There's a Long, Long Trail A-winding." This latter number actually was written before we entered the war—sometime back in 1913—by two Yale students, Stoddard King and Zo Elliott. It caused no particular ripple until we entered the war and then it zoomed. David Ewen in his book "American Popular Songs," reports that some 2,500,000 copies of the "Long, Long Trail" sheet music were grabbed up in the United States and in England. There's nothing martial about

BETTMANN ARCHIVE



A familiar scene on service posts in any war: servicemen gathered around a piano singing old and new songs. Above, doughboys sing some favorites of World War 1.

And, of course, there was the German song "Lili Marlene," which both the American and British ranks adopted for their own, with English verses substituted.

In WW2, our servicemen picked up other ballads and ditties from their allies—the Australian "Waltzing Matilda," and from the British "I've Got Sixpence," and the unmentionable verses of "Gorblimey." They aren't martial, they aren't warlike, and no explanation of why Korean and Vietnam war songs haven't come along to match them is convincing. "Gorblimey" in the verses I've heard is about the most antiwar song you're apt to hear—a straight soldier's complaint about how he'd rather be elsewhere. Our GIs loved it and sang it with a will, if



it. It's pure lonesome homesickness.

The boys in training camps and on their way to the trenches during WWI were not roaring out "The Star-Spangled Banner" or "Over There"—instead they preferred "Pack Up Your Troubles in Your Old Kit Bag (and smile, smile, smile)." "Good Morning, Mr. Zip, Zip, Zip," and, of course, "Mademoiselle from Armentières." Many parodies, mostly unprintable, replaced the original lyrics. They also sought escape from war's harsh impact with some spoofing ditties. Dominant among them were "If He Can Fight Like He Can Love, God Help Germany" and "Would You Rather Be a Colonel With an Eagle on Your

tle humor can be wrested from battle or behind-the-lines activity. Such as Irving Berlin's "Poor Little Me, I'm a K.P." or Capt. Tedd's "I'm Sure that I Shall Never Peep an Uglier Car than My Own Jeep" ("a jeep that leaps and jumps all day") sung to the melody of "Trees." Or for that matter, a WW2 pet with the service lads, "Dirty Gertie from Bizerte."

During the Spanish-American War, something labelled "Good-Bye, Dolly Gray" was a favorite marching tune—rather unusual because it was a number highly saturated with lachrymose sentiment. But our warriors loved it—and so did the general public. When the sheet music was published at the turn



The Navy on New York's Fifth Avenue during Spanish-American War. A favorite marching tune of the time was "Good-Bye, Dolly Gray."

Shoulder or a Private with a Chicken on Your Knee?" Eddie Cantor brought the house down when he bellowed this number out in the Ziegfeld Follies.

During WW2, our fighting lads latched on to songs not even remotely connected with war—chiefly a sentimental number "As Time Goes By" by Herman Hupfield which, though written back in the 1930's, became a rousing hit after Dooley Wilson sang it in the 1942 movie "Casablanca," which co-starred Humphrey Bogart and Ingrid Bergman. Another, equally popular, was "You'll Never Know," by Mack Gordon and Harry Warren, which Alice Faye introduced in the motion picture, "Hello, Frisco, Hello" in 1943. "Don't Fence Me In" was more than just another popular song with the troops. It had nostalgic overtones to men in service.

Back in the early 40's songwriter Bob Russell, in an interview, expressed the opinion that "the important thing in a war song is for a writer to have something to say—then set it to music. War songs," he insisted, "don't have to be entertaining or relaxing. 'Battle Hymn of the Republic' wasn't entertaining and you can't exactly relax to 'The Star-Spangled Banner,' but their writers had something to say."

Of course, the Army, Navy, Marines and other branches of the service do keep in marching step with their martial tunes—"From the Halls of Montezuma," "Anchors Aweigh," "U.S. Air Force Song," the Coast Artillery and Field Artillery songs and so on. But when the GIs are off the marching lines, they prefer their own favorites, especially offerings embracing the humorous side—what lit-

of the century it sold in excess of 1 million copies.

During WWI, another "goodbye" song that the bands played for the marching lads was "Goodbye Broadway, Hello France!" That also impressed the stay-at-homes who bought a million or more copies. It was revived in the movie musical "Tin Pan Alley," in 1940, and again when Judy Garland sang it in the film "For Me and My Gal" in 1942. Refutation enough to the current lament of music publishers and our current breed of songwriters that war songs—martial, sentimental or humorous—don't sell.

A tune with a contagious beat began to be heard in our army camps long after WW2 had come to an end—"Sound Off," written by Willie Lee Duckworth. It became the standard song for close

CONTINUED The Songs We've Sung in Wartime

order drills. Duckworth, incidentally, is not a professional songwriter. He is a businessman who, according to the ASCAP Biographical Dictionary, operates a pulpwood enterprise.

In the Spanish-American War, a heart-throbber which appealed to both the fighting lads and the public back at home was "Break the News to Mother" written by Charles K. Harris. According to musical authority Sigmund Spaeth, the lyrics originally revolved about the death of a young fireman. But with the war on, Harris substituted a soldier for the fire-

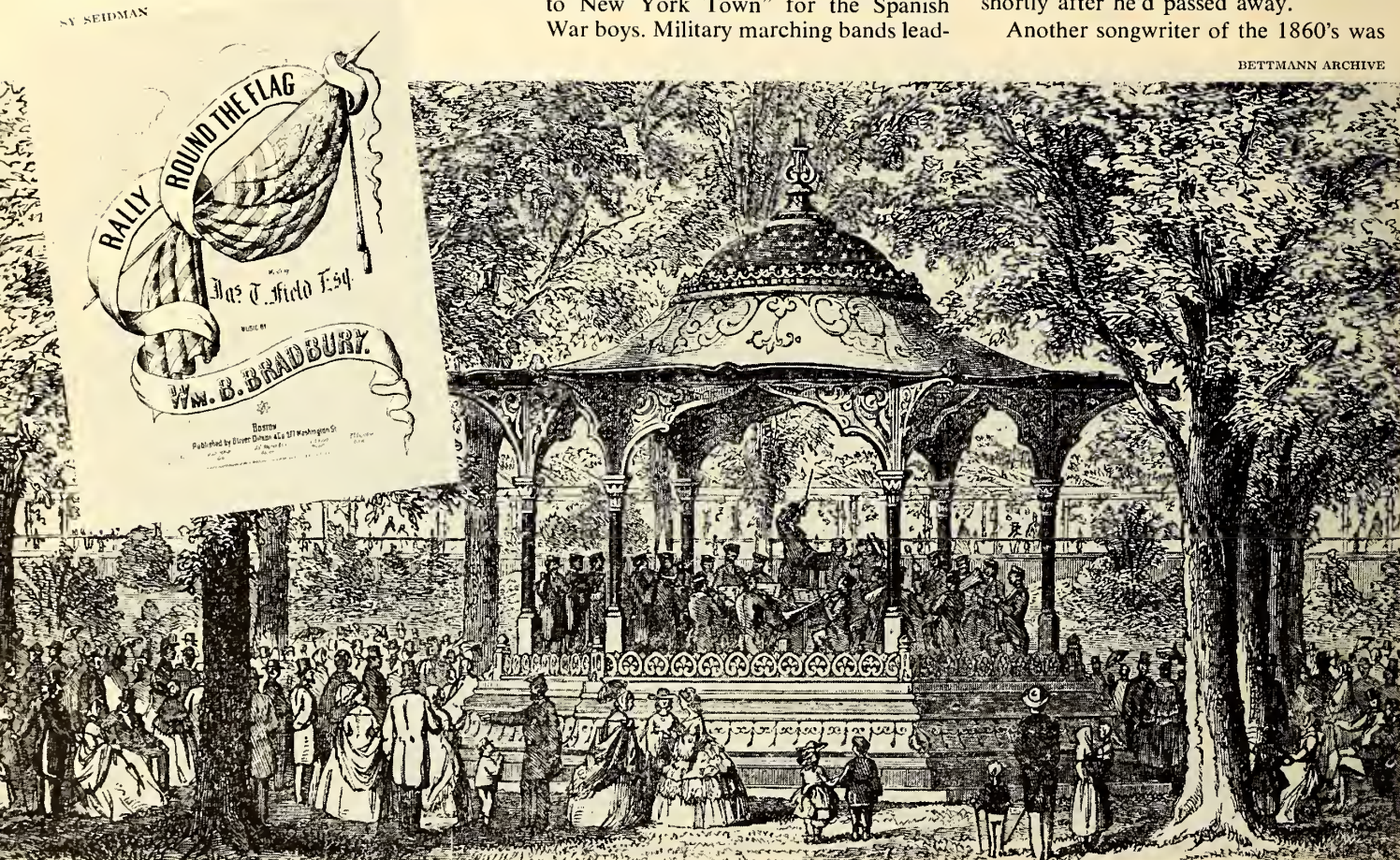
Dominant among the tunesmiths who found inspiration of sorts in our war to free Cuba was Paul Dresser, brother of novelist Theodore Dreiser. Dresser, composer of "On the Banks of the Wabash," "My Gal Sal," "Just Tell Them That You Saw Me" and other famed numbers still favored by barbershop quartets, wrote a tear-drenched number entitled "We Fight Tomorrow, Mother," and "Our Country, May She Always Be Right," as well as one in tribute to Admiral Dewey "Come Home, Dewey, We Won't Do a Thing to You." He also wrote the sentimental "Take Me Back to New York Town" for the Spanish War boys. Military marching bands lead-

more familiar hymns, though all three of these became well-known. Certainly they failed to have the impact of "Dixie," "Battle Hymn of the Republic," "Tenting on the Old Camp Ground," or "Maryland, My Maryland"—picking a few favorites from the Civil War period at random.

Foster, despite his impressive catalogue of melodies, died penniless in a Bowery flophouse in New York early in 1864—tragically ironic when you think of it, for only a few days preceding his death he had composed one of his greatest ballads, "Beautiful Dreamer"—and didn't live long enough to enjoy its tremendous success when it was published shortly after he'd passed away.

Another songwriter of the 1860's was

BETTMANN ARCHIVE



At park concerts in the North during Civil War, "Rally Round the Flag" and "Just Before the Battle, Mother," were popular tunes.

man. Spaeth also credits Harris with being the inspiration for a WWI favorite. In 1901, he wrote "Hello, Central, Give Me Heaven," dealing with a youngster trying to reach his dead father by telephone. It was among the first of the "hello" songs. In 1918, a trio, comprising Sam Lewis, Joe Young and Jean Schwartz, basing their theme on the Harris number, came out with "Hello Central! Give Me No Man's Land," with Al Jolson introducing it in the musical comedy "Sinbad." In later years, with no connection with war, we have had "Hello, Dolly!" "Hello Frisco," "Hello, Young Lovers"—to mention a few. Even ahead of Harris, Joe E. Howard wrote "Hello, Ma Baby," which came out in 1899.

ing the soldiers on their marches in that war liked to feature "There'll Be a Hot Time in the Old Town Tonight" and John Philip Sousa's "Stars and Stripes Forever."

Moving back to the Civil War, that melancholy genius of song, Stephen Foster, who enriched us with such inspired folk songs as "My Old Kentucky Home," "Old Black Joe," "Jeannie with the Light Brown Hair," "Massa's in de Cold, Cold Ground" and others, tried vainly to direct his talents to war chants. But his contributions—among them "I'll Be A Soldier," "When This Dreadful War is Ended," "We Are Coming, Father Abraham" and several others—lack the distinction and verve of his

George Frederick Root. He was ranked in that era with or superior to Foster. Yet if you ask the average citizen today about Root you'll most likely be greeted with a blank stare, whereas Foster's memory has lingered on. Nevertheless, it was Root who composed the stirring "The Battle Cry of Freedom" and the equally spirited marching tune, "Tramp! Tramp! Tramp!" (the boys are marching), which became as popular in WWI as it was 55 years earlier.

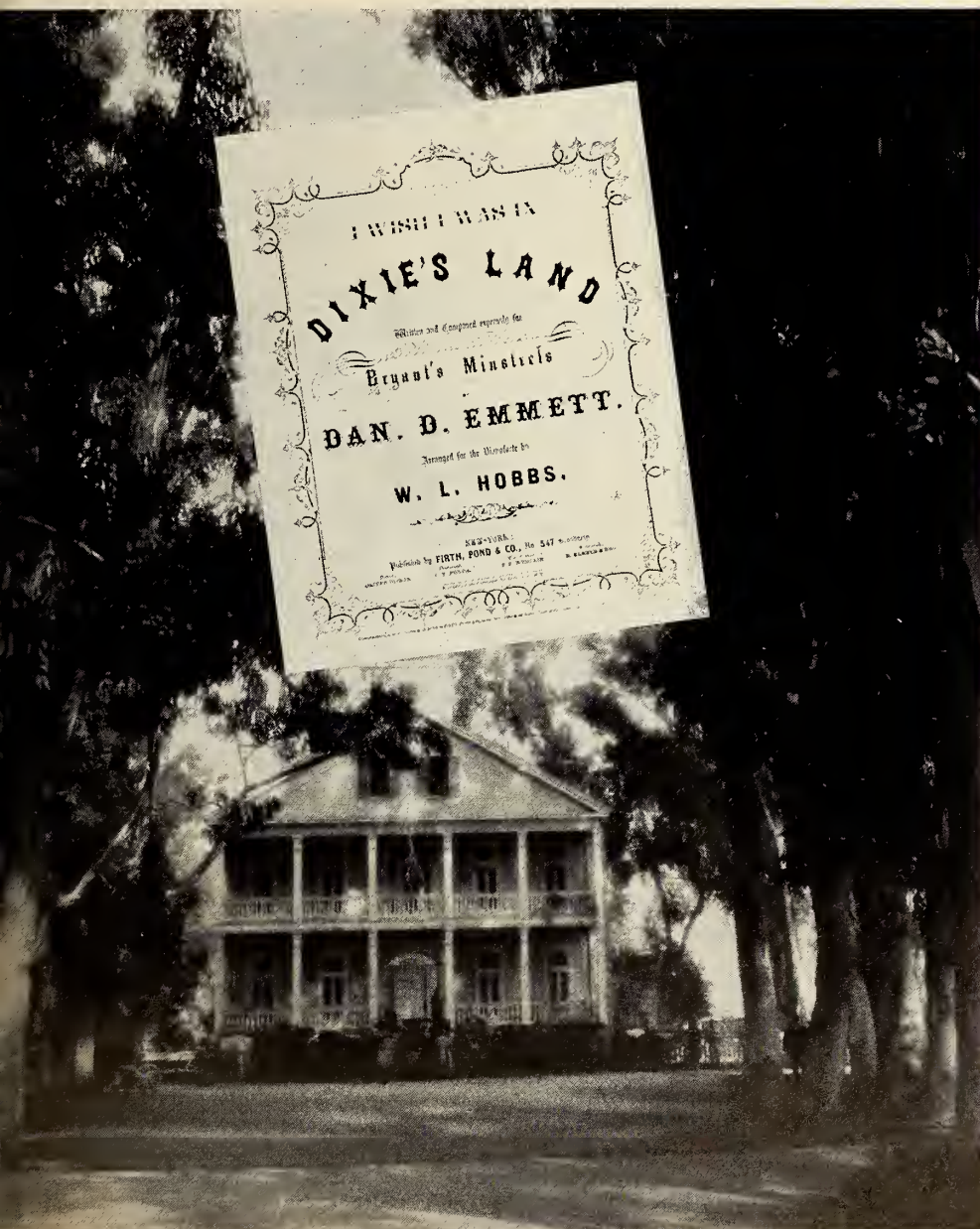
Another of his war contributions was "Just Before the Battle, Mother," which was a reproach to Northerners who lacked sympathy for the Union cause. This song had such a wide general appeal that its sheet music soared well above a



Watching U.S. Revolutionary troops on parade, with fife and drum accompanying. "Yankee Doodle" and "Hail Columbia" are very early songs still with us.

MUSIC: SY SEIDMAN

BETTMANN ARCHIVE PHOTO



During the Civil War nothing roused a Southerner more than "Dixie."

million copies. Abraham Lincoln dispatched a note to Root, applauding his morale-building songs. "You have done more than a hundred generals and a thousand orators," he maintained. And, after the war, the distinguished editor, Charles Dana Gibson, in an editorial in the New York Sun, insisted that: "George Root did more to serve the Union than a great many generals."

The top Confederate marching and singing song was, of course, "Dixie." It was originally entitled "I Wish I Was in Dixie's Land," then more popularly referred to as just "Dixie's Land" and then simply "Dixie." The story behind "Dixie" is that a composer and minstrelman, Daniel Decatur Emmett, a native of Ohio, wrote it one rainy Sunday afternoon in November 1854 in—get this—a New York boarding house. In his later years, he told an interviewer he had written it because a "walk around" song was needed by the minstrel company of which he was a member—that is, a closing number for the parading minstrels just before the final curtain.

When the Civil War erupted, "Dixie" was already established as identified with the South. It became, you might say, the Southland's national anthem—and to this day seems to remain its sectional anthem.

"Maryland, My Maryland," with lyrics by James Ryder Randall set to the music of the German tune "O Tannenbaum," might have rated in popularity with "Dixie" with the Confederate contingent. In fact, during the early days of the strife, it did. But then Maryland went over to the Union cause and a Confederate soldier boy would rather be dead than sing it. These days, it's the official state song of Maryland—and quite familiar to racing fans who turn out for the annual Preakness at Pimlico.

The great song identified with the Northern cause was naturally "The Battle Hymn of the Republic." Originally, Julia Howe wrote the lyrics as a poem in December 1861 and sold it to the Atlantic Monthly for a trifling sum, reported to be \$10. Newspapers reprinted the poem and then it was set to music—the tune being "John Brown's Body" (which, in turn, had been adapted from an earlier "Glory, Hallelujah"). "Battle Hymn" remains very much alive today. It was a favorite with Sir Winston and Lady Churchill and, indeed, was sung at the statesman's funeral services. It was also selected by the Mormon Tabernacle Choir as its tribute to President Lyndon B. Johnson at his inaugural ceremonies.

When we delve back into our earlier years—the American Revolution and the War of 1812—we find that the early melodeers seemed lacking in original or inspirational talent. The few songs with American-composed lyrics that are as

(Continued on page 49)

The Gruesome History of the Natchez Trace

By PEGGY ROBBINS

THE TITLE OF this article warns the reader that it is in large part a gruesome chapter of American history. If you don't like grue, stop now. The Natchez Trace is the subject. It was the first highway (really an oversized path) to connect the east with the Mississippi by land. It ran through 600 miles of wild and lonely country between Nashville, Tenn., and Natchez, Miss. Its history as a wild and violent trail starts with the earliest Spaniards in the 1500's and runs well into the 1800's.

A narrow and lonely passageway, with no other choice for travelers, is just the thing for pirates at sea and highwaymen ashore. The Natchez Trace was just such a natural robbers' roost for over a century, and when Mississippi trade began

to float down the river to New Orleans it became a thieves gold mine. The earlier traders who sold their goods in New Orleans had to go back overland with their money on them, lacking steam power to go back up the Mississippi. Many were lucky to make it to Nashville with their lives, let alone their money.

It was not until the 1820's that the old trail came to be called the Natchez Trace. Before then, it was the Chickasaw Trace, the Choctaw Nation Path, Boatman's Trail, the Natchez Road, Nashville Road, Mail Road, Cumberland Road and the "Road from Nashville in the State of Tennessee to the Grindstone Ford of the Bayou Pierre in the Mississippi Territory."

The whole of the trail ran northeastward from the yellow-brown bluffs above the Mississippi, where the Natchez Indians had their White Apple Village and ceremonial mounds (now the city of Natchez), through Choctaw and Chickasaw lands and the rich hunting grounds of the Cherokees and Creeks. After cutting through a corner of Alabama it wound on to the settlements on the Cumberland River at the present site of Nashville. For the most part, it followed the crest of ridges, winding in and out around coves and hollows and swamps, and across the shallowest fording places on the streams. The Trace was a combination of many shorter paths between Indian villages, hunting and fishing spots and salt licks. Buffalo had made them, originally.

In the fall of 1540, the first whites to set foot on any part of this network of old buffalo-path Indian roads got involved in the pattern of violence that was to continue for 300 years.

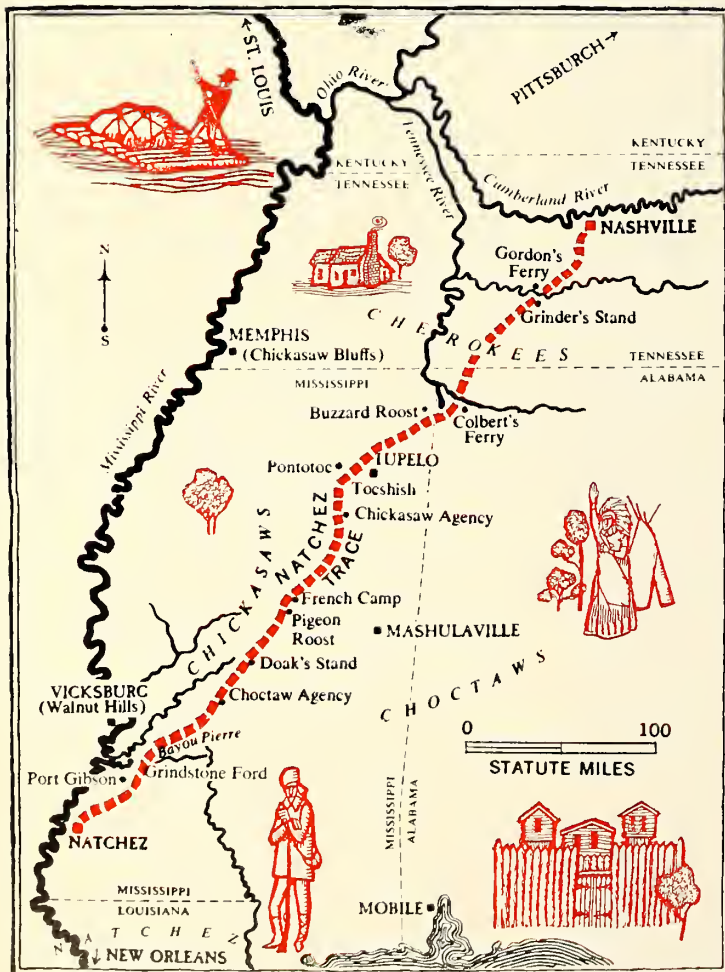
Explorer Hernando De Soto came upon part of the Trace in Chickasaw country in northeast Mississippi. He wintered there and made out well with the Chickasaws until a few of them stole some hog meat from him. De Soto caught four of them. His men delivered swift Conquistador justice, killing three and mutilating another.

The Chickasaws bided their vengeance over the whole winter, but when De Soto demanded 200 Chickasaw women to accompany him westward as servants they answered with night raids on his camps, burning and killing. De Soto hurried west with the survivors as fast as he could.

When Sir Bienville and Sir Iberville (the Le Moyne brothers) settled Biloxi and New Orleans in the early 1700's, they flung out a series of inland forts and trading posts in what are now Louisiana and Mississippi. The first whites to settle at the southern end of the Trace were French Canadians. In 1716, on behalf of Bienville, they built Fort Rosalie near present-day Natchez.

Brutal warfare between the Natchez Indians and the French on the Gulf Coast followed as the Natchez tried to remove this white foothold on their territory. A series of massacres on each side ended, about 1730, in the near total destruction of the Natchez nation and the ceremonial burning at the stake of four Natchez men and women in New Orleans'

Map from *THE DEVIL'S BACKBONE* by Jonathan Daniels. Copyright © 1962 by Jonathan Daniels. Used with permission of McGraw-Hill Book Company.



Route (in red) of the Natchez Trace. Its origin was a linking-up of buffalo tracks and Indian trails, running north to Nashville.



Bands of highwaymen worked the Trace for 60 years, stalking wealthy travelers. Robbery and murder were commonplace.

Place d'Armes, now Jackson Square. Much of this warfare was waged along the lower Natchez Trace. It was one of the few possible avenues for military movement then. Nearly 100 years later, in the war of 1812, Jackson moved armies on the Trace, as did Grant and Hood in the Civil War.

Some of the earliest immigrants to the Mississippi Valley traveled through the wilderness on the "treacherous Trace," carrying their belongings on pack horses. They were followed by missionaries, horse traders, slave traders and "medicine men."

But the greatest early importance of the Trace was as a return route home for traders, rivermen and farmers. They floated goods to New Orleans from the whole upper network

of the Mississippi and its tributaries, sold them, and had to return home by land.

Beginning in 1785, and continuing for the next 35 years, flatboats, keelboats, barges and rafts by the thousands floated down mid-America's rivers to New Orleans. They carried iron, millstones, flour, tobacco, pelts, livestock, whiskey, forest products. At the end of their journey, with their goods turned into cash, the men broke up their craft and sold the lumber. To sail upriver was out of the question. They returned overland, by horseback or on foot, by way of a river-side trail from New Orleans to Natchez, and then on the Trace to Nashville. From there they got home by various rivers and more civilized roads. *(Cont'd on next page)*

CONTINUED The Gruesome History of the Natchez Trace

They started their journey up the Trace on foot or riding Opelousas horses—big-headed, thick-limbed, tough, wiry nags ideally suited to rough travel. Those who hadn't squandered their earnings on the delights of New Orleans returned with their saddlebags heavy with gold.

Not surprisingly, the Trace became the Road of Robbers. The wilds about its long stretches made it a fine field for outlaws. Dense canebrakes and swamps covered their escape and hid them. Abundant wildlife fed them.

One of the first to recognize the potential of the Natchez-to-Nashville trail was a handsome young hoodlum named Joseph Thompson Hare. Around 1790, Hare, running from authorities in New York, Philadelphia and Baltimore, signed aboard a New Orleans-bound vessel sailing from New York. A month later, in New Orleans, he watched the loaded flatboats arrive and heard about the cash-loaded men who returned north overland through the wilderness. Hare jumped ship and found three companion thieves to join him. The

Andrew Jackson was one of the most notable Trace travelers, as suitor and commander, alone and with armies.

ILLUSTRATED BY JACK RUGE



four, armed and on horseback, went up the river trail to Natchez, and onto the Trace. They donned Indian garb, decorated their faces with berry juices and bark stains—and went to work.

Joe Hare kept a diary which tells of his "first rich Natchez trail treasure," taken from the saddlebags of a north-bound party whom the robbers overtook just inside Chickasaw territory.

"We took three hundred doubloons, 74 pieces of different sizes and a large quantity of gold in bars, six inches in length and eight square, thirty-weight of it. With the others, I found 700 doubloons and five silver dollars, and four hundred French guineas, and 67 pieces the value of which I could not tell until I weighed them. I got 12 or 13 thousand dollars altogether from the company, all in gold."

The Hare gang set up headquarters at the north edge of the Chickasaw country, just off the Trace where it entered Tennessee. "We came across a spot that seemed a very good retreat, and a very comfortable home, too. It was on one side of a canebrake, where the cane grew so very thick and

tall as to conceal us from the best eyes. These canebrakes are very much frequented by wild animals of all sorts, especially wildcats, and are kept clear of by travelers generally. . . ."

They moved headquarters periodically, once because of "many great swamps nearby filled with Alligators, very large and ugly creatures, that made a great noise. Ofttimes they cried like a young child."

Hare often said that he tried to avoid murder of victims who weren't cooperative. "I had hard work to save their lives," he said. He was "forced to kill" a few travelers. One was a rich Virginia aristocrat who had converted his entire holdings into cash to move with his family to Mississippi. This gentleman was the father of Madeline Price, the "impoverished beauty" whom Aaron Burr courted near Natchez a few years later. Hare did not harm Mrs. Price and Madeline, but he left them destitute. His gang squandered the haul on a wild spree in New Orleans.

Hare was caught in 1812 after robbing a cattle driver on the Trace just south of Nashville. He served five years in prison, much of which time he spent reading theologian John Wesley's magazine. On his release he claimed to have repented his sins. Less than a year later he robbed a coach near Baltimore. Shortly thereafter, he was seen by one of its passengers, in a Baltimore tailor's shop, who alerted the police. Hare's career ended on the gallows in Baltimore's prison yard.

Two bad men who began operations on the Trace from its north end were Wiley Harpe, known as "Little Harpe," and Samuel Mason, "The Wolf." They considered murder a necessary part of robbery and branded as a fool any thief who would spare a life and take a chance on being identified.

Little Harpe began his career as an outlaw not on the Trace but along the Wilderness Road in East Tennessee and Kentucky with his older brother Micajah, "Big Harpe." The Harpe boys were originally from North Carolina. Big men with dark complexions and black curly hair, they usually dressed in buckskin breeches, leather shirts and moccasins. They moved through the woods like Indians. As boys, they lived for two years with a small band of wandering Cherokees who'd been ousted from the confederacy of Indian nations, and they liked their savage ways.

The Harpes brought two sisters with them from North Carolina, and, in Tennessee, they added a pioneer minister's 17-year-old daughter to their "family."

To get rid of their victims, the Harpes filled the bodies

with rocks and heaved them in the nearest river. But sometimes the rocks sank free and the bodies floated. After a time murders on the Kentucky road were being traced to the brothers. In July 1799, a posse surrounded them. Big Harpe was shot by a man whose wife and baby the Harpes had murdered. The shot paralyzed Big Harpe, but didn't kill him, so the man chopped off his head and hung it on a tree there in western Kentucky.

Little Harpe escaped, leaving the three women, all pregnant, behind. In 1800 Little Harpe had resumed his outlaw activity, this time on the Natchez Trace.

About this same time, a 50-year-old Virginian named Samuel Mason showed up on the Trace. Mason, a tall man weighing over 200 pounds, would have been handsome if he hadn't had a "wolfteeth" that protruded so far his lips could hardly close over it.

He had a good record both as a soldier during the Revolution and as a Justice of the Peace in Kentucky. But at Red Bank, Ky., Mason got on the wrong side of the law. He and his three sons murdered a man who ran off with Mason's daughter. Then they murdered an officer who'd ridden after them, and pitched his body in a corn field, where it was found.

Mason sent the two younger boys, hardly more than children, to distant relatives. Then he and his son Tom slipped onto the Trace below Nashville and went to Natchez. He proposed a profit-sharing deal with Anthony Glass, a shady character who ran a big general store in Natchez.

On the Trace, Mason turned full-time outlaw, sometimes operating with his son and sometimes alone. Glass disposed of the stolen loot through his store, and notified Mason of departures from Natchez of richly loaded travelers, often supplying detailed information as to the number of travelers in a party and the ones most likely to resist.

Mason, well-dressed, smooth-talking and a friend of "honest" Glass, was warmly accepted at first as a "prosperous up-country planter" on his frequent visits to Natchez. But one day late in 1801 the convivial atmosphere of Walton's Tavern in Natchez was chilled by a man pointing at Mason and yelling, "That's the man who robbed Colonel Baker!"

While Mason protested his innocence, the man told his story.

On Aug. 13, 1801, Col. Joshua Baker, a merchant and planter of Hardin County, Ky., and three companions, of which the speaker was one, had started up the Trace with the proceeds of several flatboat loads of livestock and farm produce they'd taken to market. The four men were mounted



The Trace, then long abandoned, was used again by Grant's and Hood's armies in the Civil War.

CONTINUED The Gruesome History of the Natchez Trace

on fine horses. They had with them five Opelousas pack animals loaded with provisions and gifts for their families. Concealed among their belongings were buckskin bags holding their profits.

The next day, the party halted at a stream some 90 miles up the Trace from Natchez. As soon as they had dismounted, two armed masked men appeared and demanded their money and property. Three of the pack horses bolted and charged into the woods. The outlaws hurriedly took the two remaining pack horses, two of the riding horses and disappeared. On the stolen horses were the party's traveling utensils and bedding and \$2,300 in cash belonging to Colonel Baker. The runaway Opelousas were recovered, their packs still intact.

The man had recognized Mason because, for one moment during the robbery, his face mask had slipped up and two members of Baker's party had seen the protruding "wolf-tooth."

Mason and his son Tom were thrown into Natchez' stone-walled Spanish jail. Two days later they were tried for robbery and sentenced to 39 lashes each, publicly administered, followed by 12 hours' exposure in the town pillory. The whole town turned out to witness the punishment and to listen to Mason shriek over and over that he was innocent.

When they were released, the Masons downed a bottle of whiskey and turned savage. A witness recorded that "the elder Mason and his son, they shaved their heads, and stripping themselves absolutely naked, mounted their horses and, yelling like Indians, rode through and out of town and up the Trace."

A few days later one of the jurors at the trial was found, robbed and mutilated, hanging from a tree along the Trace. The next day the body of a rich Kentuckian was found lashed to a tree on which had been roughly carved the legend, "Done by Mason of the Woods."

About this time, Anthony Glass quietly sold his business and moved to Walnut Hills (Vicksburg).

Early in 1802, Samuel Mason, his "wolftooth" extracted, joined up with Little Harpe, whom he'd known in Kentucky. This pair, with two or three henchmen, became "The Terrors of the Trace." They murdered their victims, using knives or clubs if there were any chance that shots would be heard. When time allowed, they followed the Harpes' practice of filling the bodies with rocks and throwing them into a nearby river. It was only a matter of time until the sharp increase in robberies and killings along the whole length of the Trace brought action from authorities.

In 1803, William C.C. Claiborne, the second governor of the Mississippi Territory, called on federal soldiers at Nashville and Natchez for help in catching the outlaws.

A \$2,000 reward offered for Samuel Mason, dead or alive, produced results. In October of 1803, two strangers showed up in Natchez. They said they were James Mays and John Setton, the latter a big man with dark complexion and black curly hair. They produced a large ball of dried blue clay in which, they said, was the head of Samuel Mason. Mays and Setton claimed to have found Mason, sick, in a hiding place in a swamp just off the Trace. They had knifed him while he slept, cut off his head and covered it with clay to prevent decay. Now they were presenting it for the reward.

The clay ball was broken open before the magistrates, and there was Mason's head all right. But suddenly a man burst into the room and said he recognized one of the strangers' horses, hitched outside, as an animal stolen on the Trace by the outlaw who murdered his brother. He pointed to the man who called himself Setton and said, "I think that's Wiley Harpe!" A Captain Stump from Kentucky took a close look and said he thought so, too. Then a man named John Bow-

man, from Knoxville, heard what was going on and hurried to the scene. "If he's Little Harpe," Bowman said, "he'll have a scar under the left nipple of his breast, because I cut him there one night in Knoxville twelve years ago." The dark-complected man's shirt was torn off and there was the scar.

Harpe and Mays escaped but were captured shortly afterward in the town of Old Greenville, less than 20 miles north of Natchez. They were tried and convicted. On Feb. 8, 1804, they were both hanged at Old Greenville's "Gallows Field." Their heads were put on poles along the Trace about a mile from Natchez as a warning of stern justice, in plain view of what was by this time an almost steady stream of travelers.



The death of explorer Meriwether Lewis on the Trace has been called "the greatest mystery of the ancient trail."

That night families who had relatives buried near the bodies in the town graveyard dug up the outlaws' remains and dumped them in the river. Nobody knows what happened to Mason's skull and its ball of blue clay.

Much of the record of the outlaw years on the Natchez Trace is set down in the Memoirs of John L. Swaney, a mail rider on the Trace from 1796 to about 1810. As early as 1776, mail was carried by Indian runner from Nashville to the "United States mail tavern" in Natchez, where it was rerouted along the Mississippi. In 1800, a regular mail route was started on the Trace with stops at such stations as "Pigeon Roost," "She Boss," "Choctaw Line," "Tochshish Stand," "Indian Place," "Key Spring," "Buzzard Roost" and "Old Factors."

The United States appointed Natchez' first postmaster, at a salary of \$2,400 a year, to carry the mail once a month up the Trace to Tochshish Stand (near present Tupelo, Miss.), which was about halfway to Nashville. The north half of the Trace was handled from Nashville. Swaney was one of the first mail riders on this route, and at times he covered the entire Trace, a trip of ten or 11 days. Besides his mail-pouch, the mailman carried with him "one-half bushel of corn for his horse, provender for himself, an overcoat or a blanket, and a tin trumpet."

The mail riders were less in danger from the robbers than the average traveler because, as Swaney noted, "the badmen got all their news of the outside world from the mail riders, and they liked to know what the public was thinking about them. Samuel Mason in particular (*Continued on page 51*)



The Pearl Harbor raid, 7:55 a.m. Hawaiian time, Dec. 7, 1941.



President Roosevelt's war speech, Dec. 8, 1941.

How We Got the News of Pearl Harbor

By A. Miles Hughey

Commander, Nat'l Press Club American Legion Post 20, Washington, D.C.

AT NOON, on Dec. 7, 1941, most Americans had never heard of Pearl Harbor, and didn't know that Honolulu is on Oahu. Between 2 and 3 p.m. Eastern time they started to learn. By sundown, we'd had a good geography lesson, but knew precious little of what had happened on Oahu that day, except that our main Pacific base had been attacked by Japan and we were at war. The picture was only slowly put together, with long waits between bulletins. Meanwhile, President Roosevelt was torn between keeping the country informed and hiding the damage from the foe.

Right in the middle sat radio newscaster H.R. Baukhage. That day he set up the first live spot news broadcast ever from the White House, and to this day it is also the last. For a while he enjoyed a monopoly over his rival networks.

Baukhage, now 81 and for about 40 years the Chaplain of the National Press Club American Legion Post in Washington, was then a familiar newscaster on the NBC Blue Network (now ABC). His programs were widely known by his standard opening signature: "Baukhage talking. . . ." He almost missed the whole show that day.

At noon, Washington time, General George C. Marshall filed a general Pacific alert with the Army Message Center. Marshall and a Navy communicator, Lt. Cdr. Alwyn D. Kramer (and hardly anyone in between) smelled a rat in an intercepted Japanese transmission. It told Ambassador Nomura to deliver a diplomatic message to U.S. Secretary of State Cordell Hull "at 1 p.m." Why specify the time of day? It seemed to Marshall and Kramer an omen of something important to happen somewhere in the Pa-



H.R. Baukhage. He set up the first live news broadcast from the White House and talked nine hours straight.

cific after 1 p.m. Eastern time. The raid started at 1:25 p.m. (7:55 a.m. in Hawaii).

A half hour later (1:55 p.m. in Washington) Navy Secretary Frank Knox phoned Roosevelt in the White House to read a message from Admiral Husband E. Kimmel in Hawaii. AIR RAID ON PEARL HARBOR. THIS IS NOT DRILL.

Even before the news was confirmed public awareness of it began. Calls went out cancelling military leaves. At a Redskins-Eagles football game in Washington the speaker boomed messages for military personnel to report to duty on the double. Shortly after 2:00 p.m. Roosevelt called his press secretary, the late Stephen T. Early, at his home eight miles out and told him to advise the news services that Pearl Harbor had been attacked. The NBC Blue Network imme-

diately tried to contact its top newscaster.

H.R. Baukhage had Sunday afternoon off and went out for a walk in Rock Creek Park. He stopped at his father's house on the way and was delayed on leaving when his father insisted on having a cocktail with him.

"I agreed," he says today, "and at that moment the phone rang and my wife told me, 'Get over to the White House as soon as you can. The network called and said they didn't have time to tell why.'"

"If it hadn't been for my father's cocktail I'd have been strolling in the park and missed Pearl Harbor."

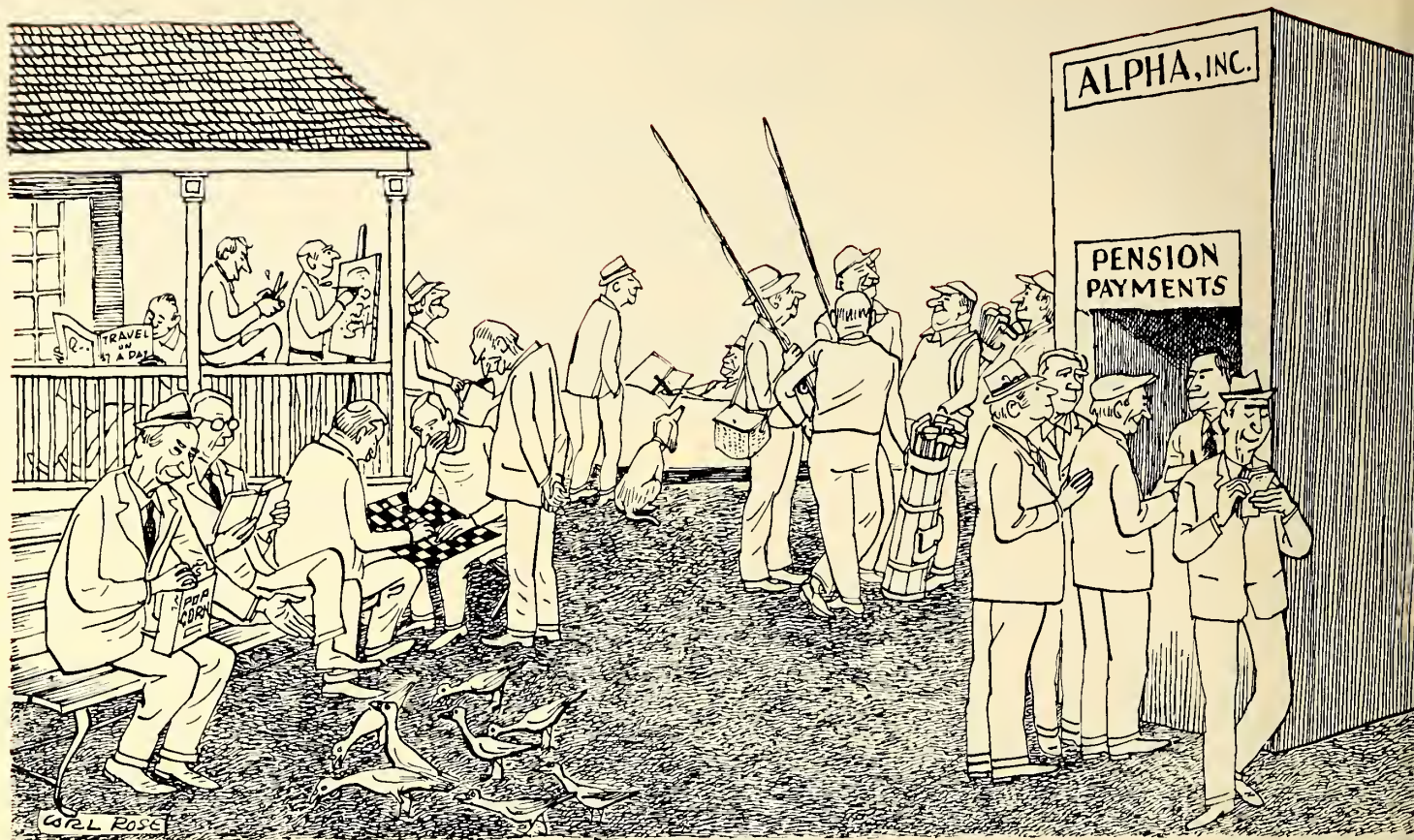
He got to the White House at the same time Early arrived. In the driveway, Early told him of Kimmel's message. Early had been Baukhage's commanding officer on the army newspaper Stars & Stripes in Paris in WWI. "Steve," Baukhage recalls saying, "you want to get as much as possible of this out as quick as you can. Can I install a mike in the newsroom?"

Baukhage says that Early "hesitated a few seconds. No such privilege had ever been granted—and never has since. 'Yes,' he said. 'I'm going up to the President in a few minutes.'"

Baukhage's outfit had the only two direct phone lines from studio to White House Press Room. He called the studio to hurry an engineer over from three blocks away and tap in a microphone. It was done and Baukhage was on the air before Early came back downstairs.

"Baukhage talking. . . ." he began. After that he recalls nothing that he said exactly, but he probably began with all he knew—"The President has confirmed that the Japanese launched air raids on our naval base at Pearl Harbor on the Hawaiian island of Oahu about an hour ago. . . ." To fill in, he said that the ex-

(Continued on page 49)



Three million retired people are now drawing private pensions but . . .

By HENRY LEE

WHEN YOU RETIRE, do you expect to get a pension from your employer or union which, when added to Social Security and any private means of your own, will assure that you can more than make ends meet?

A lot of people who may think they are going to get a private pension based on their life's work are not going to get it.

Today, about 30 million people are working under 50,000 different private pension plans. If past experience is a guide, no more than 6 million of them, and perhaps as few as 3 million, will ever draw a penny. So if you say that about 25 million of 30 million who work under private pension plans will get nothing from them, you are on fairly safe grounds.

This prediction is based on projections of government experts and other students of private pension plans. Among them, the U.S. Department of Labor and some Congressional committees—as well as a special committee appointed by President Kennedy that reported in 1965—have dug deeply into the subject and know what they're talking about.

Of course, the scope of the problem of

Are You Sure of Your

There's many a slip between working for a company or union pension and actually getting it.

workers who end up not getting pensions under their company or union plans is hardly as great as the 25 million figure might make it seem. That includes the parade of stenographers and secretaries who go to work for corporations, only to marry within a year or two and never work again—many of whom never had any intention of sticking around for retirement benefits.

Beyond that, it includes people who work all their lives, but change jobs so frequently that they never establish any pension rights.

For some of these, their failure to qualify for a pension is a serious problem—sometimes of their own making, and sometimes not. In general, corpora-

tions consider that their pension plans are a reward to those who give their loyalty and their best years to the company. They don't think they are running a social welfare program to compete with Social Security for employees who come and go.

Many unions, too, set a high value on long membership, and have little to offer in the way of union pensions to those with short service, or who change unions.

In any event, it's a wise worker who looks into his own company or union pension plan in detail before he counts on getting something from it some day.

If you look at all the private pension plans that run smoothly and pay off



... about one in six now working under such a plan may ever benefit from it.

Retirement Pension?

just as they are supposed to, there's a wide diversity in how much you get; how long you have to work to qualify; how much *right* you have to your pension (ie: whether the management can arbitrarily abolish the plan or alter its terms to your detriment); how much you can get, if anything, if you retire or are fired before the most usual stipulated retirement age of 65; how *young* you have to be when first hired in order to come under the plan—and so on.

With 50,000 different plans it isn't surprising that they vary enormously in these and other details.

If the accepted overall figures on those already retired are correct, there are about 3 million retired people in the country today who are drawing about \$3.5 billion a year in private pensions. This averages out to slightly under \$100 a month. That isn't much today, but is nice to have on top of Social Security. Of course, the average is made up of

some very handsome payoffs that are considerably more than \$100 a month, balanced against others that are only token retirement pensions.

Very broadly, then, private retirement pensions offer a mixture of excellent and meagre retirement incomes, paid under a variety of conditions. Whether one's own plan is average, better than most, or skimpy, almost any employee who inquires can find out what retirement provisions are presently in force where he works—and perhaps plan accordingly.

But, for a variety of reasons, present information isn't necessarily reliable. There is a trend to improve many private pensions. This allows the rosy possibility that if you still have quite a few years to go you may retire on more than you can now expect, even taking rising living costs into account.

On the other hand, private pensions are loaded with elements of real or potential insecurity.

Here is a catalog of risks that come true in some cases.

- The company fails, and with it goes its pension plan. The longer an employee has worked there, the worse the blow.

- An employee is discharged after years of service, but before retirement age. He may get nothing, or his own contribution back (if any), or a pittance based on early retirement.

- The company arbitrarily reduces or abolishes its pension plan, and it turns out that it always had the power to do so. The employees may have had no stake in it and are entitled to nothing, or have contributed to it themselves and can only get back their own contribution.

- The company is bought out by or merges with another. The new management abolishes the old pension plan, or dismisses employees *en masse* who have put in many years but still have time to go to be eligible for a partial or full pension.

- The pension fund, be it a company fund or a union fund, disappears under crooked management.

- The pension fund disappears or is seriously reduced under honest but incompetent management, through bad investments, excessive costs, bad planning, etc. (Continued on next page)

ILLUSTRATED BY CARL ROSE

Are You Sure of Your Retirement Pension?

- A worker under a union pension plan changes his livelihood, for personal or unavoidable reasons, after many years in his first trade. He has to start on his pension rights all over when he joins a new union, and there may not be enough time in a long life for him to qualify for retirement in his new union.

- An employee who loses his job after years of service under any of the above circumstances may find that he's too old to be admitted to the company pension plan of a new employer.

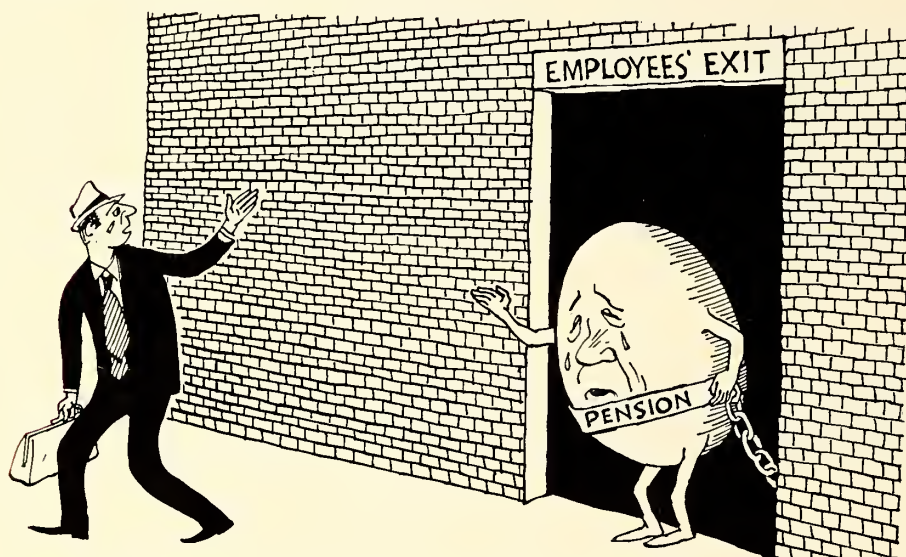
Case histories and statistics have been compiled on these various forms of "you don't get it after all" by the Labor Department, by Congressional committee hearings, by special committee studies and by private studies. They have led to

greatest danger is that such a law would drive many of these voluntary plans out of existence by killing the management and union motives behind them to reward long service and loyalty.

The legislators' motive behind the "portability" proposal seems commendable, whether it is workable or not.

Today, if one works from age 25 to age 35 for one firm with a pension plan, then moves on, he has accrued no pension rights for his ten years' service in 90% of existing plans.

Far worse is the situation of a 55-year-old worker with 25 years' service for one firm. In 45% of existing plans he loses any claim to a pension for that service if he now changes employers. And what happens if he gets another job?



Some employees who leave or are fired after many years lose all pension rights.

various laws being enacted in the past, especially laws to close in on pension fund fraud.

Further, they have led in recent years to more far-reaching pending bills, notably two different but similar bills originally introduced in the Senate by Senators Jacob Javits (N.Y.) and Ralph Yarborough (Tex.).

Some features of these bills are highly controversial.

One is "portability"—a proposal to require by law that one could transfer his private pension credits from job to job. Though this is an attractive idea to every worker, it seems on examination to be somewhat like turning private pensions into a federally regulated second Social Security program on top of the existing one.

It raises all sorts of questions that aren't easily answered. Perhaps the

Most plans require at least 15 years service, and the vast majority 20 years or more, while they require retirement at age 65. Thus, this particular 55-year-old has little hope of qualifying for a pension on the next job he moves to before he is compulsorily retired. Somewhere, between the case of the young man who switches jobs after ten years and can requalify under his new employer, and the case of the older man who switches after 25 years and can no longer qualify, there is an area of hardship that isn't easily justified.

Case histories that were read into 1968 hearings of the Senate Subcommittee on Labor include the following examples of people whose pensions were hung up in various ways simply under the rules of their plans. In the first one, loss of accrued pension rights occurred because the employee was promoted!

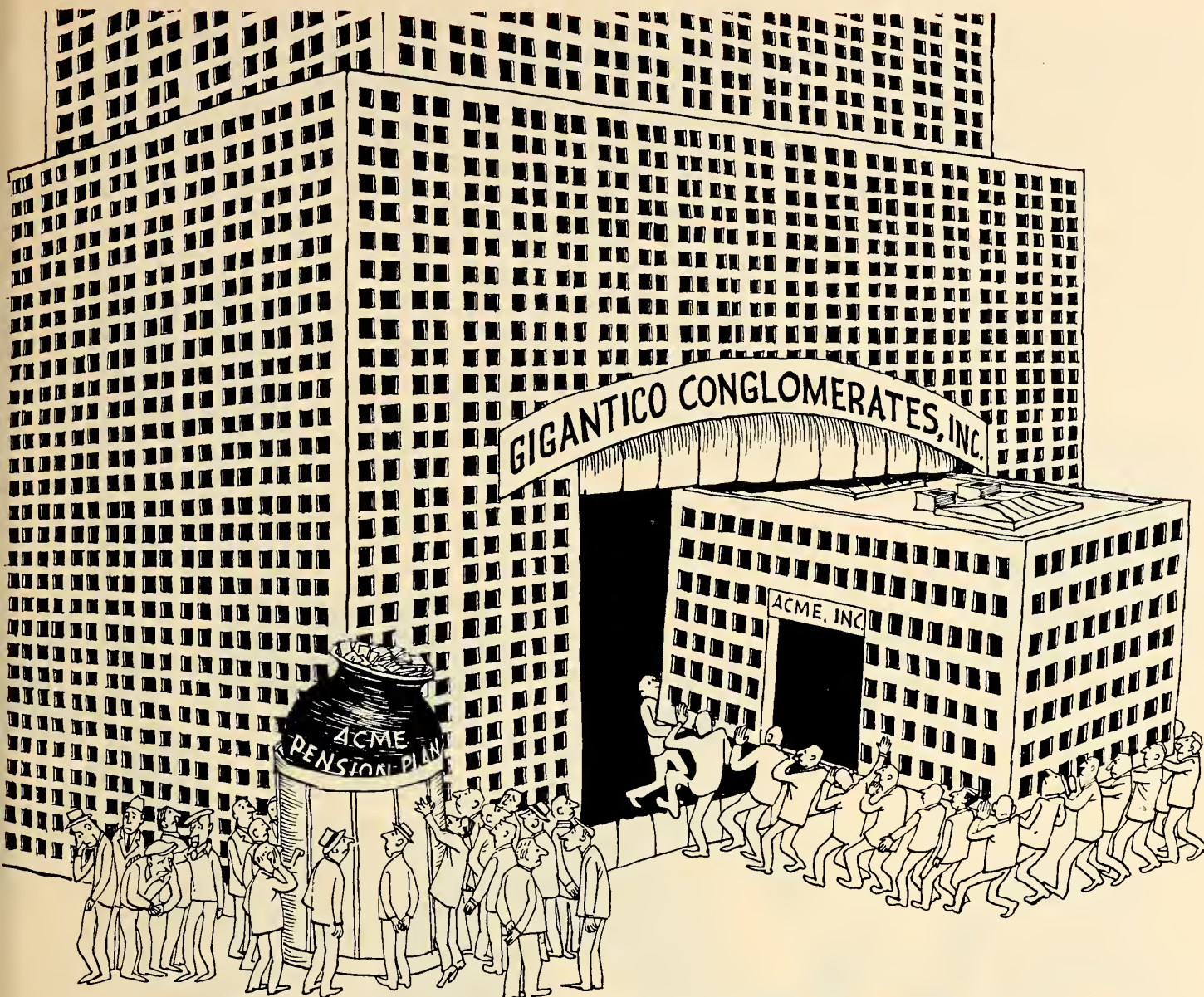
1. "My company has two pension plans. One, for hourly employees, pays \$3.50 for each year of service upon retiring at age 65. The plan is paid wholly by the company. The other is for salaried employees, who pay 3% of earnings and the company contributes an equal amount, which yields a better pension. I worked for 19 years as an hourly employee, then was transferred to a salaried job. At the time of my transfer, I was not aware and was not notified that I would lose my 19 years of pension rights. I am still with the same company and in the same plant. When I spoke to management about the unfairness of this, I was told that it 'was just an unfortunate situation'. . . ."

2. "I entered the employ of — Co. of Chicago in December, 1940 . . . I served in the positions of analytical chemist, research chemist, field sales and service man, and district manager. After 26 years, at age 58 I was dismissed from the company and any pension that I had earned was erased from my credit. This amounted to \$180 per month at age 65, assuming that I kept up my current level of income . . . The removal of the pension has left me at now almost 60 with my savings quite depleted, and nothing but Social Security in the future. I have found out how unemployable a man is when he reaches this age, even if he is a trained man in his field. . . ."

3. "I joined the union in 1918 and was a member until 1950 when I left Chicago and came to live in California for health reasons. Unable to obtain a position in my regular field, the men's garment industry, I had to get one in ladies' cloaks. I relinquished my membership in the men's garment union and joined the ladies' cloaks union, where I have been a member for the past 16 years. I am now 71 years old and cannot get a pension for another four years, when I will have been with the present union 20 years. I feel that under the circumstances, I should not have to wait, but should be able to get some benefit from at least one of them so I can retire. . . ."

The following cases resulted from closings or mergers:

1. "I worked for 20 years for a factory and was a member of the union. The factory closed down. Then I worked for another factory for two years and joined their union. This factory also closed down. I am now working for the — Co. and am a member of the — union. I am 61 years old and have been a member of this union for 11 years. I would like to retire at 65, but according to the rules of the union, a person has to have 20 years membership in order to be eligible for a pension. This



New management taking over a company may scrap the pension plan under which many have worked for decades.

means that I would have to work until I was 70 years old to qualify for a pension. I have worked all these years, paying union dues faithfully, and I don't consider it fair that I have to retire at 65 with no union pension. There are many others in this same situation. . . ."

2. "I worked for — Co. from 1926 until they shut the factory down here at Charleston, W.Va., on September 30, 1962. At the time I had 36 years with them, including 3 years in the armed services . . . I was 53 years old and, having a sick wife, could not leave her and go to any other factory. After a brief period of time I was terminated. I am now 58 years old. I got nothing from them whatsoever except 6 months severance pay, too young to get a pension and too old to get a job. Now, if I should live to retirement age, according to their retirement plan I can never re-

ceive anything from the company. . . ."

Hardly any firms voluntarily set up a pension plan without retaining it in their power to change it. Not only do many of them improve and update their plans, but by the same prerogative some of them later abolish their plans.

According to the Bureau of Labor Statistics about 500 pension plans are abolished each year by management, which is about 1% of all plans. On the average, it is the smaller firms whose pension plans vanish. While one plan in a 100 is terminated each year, one worker in about 1,200 is affected.

Sometimes there is no payoff to anyone when a plan ends. Sometimes the existing fund, or part of it, is paid off at a reduced rate. Where employees have contributed directly to the fund, they always have a legal right to recapture their own investment.

In one of the cases of an abolished pension plan heard by the Senate in 1968, the workers who had lost their benefits complained that they had a right to it because it had been offered instead of other benefits, and was not simply a voluntary extra. Said a witness:

"In December, 1963, X Co. sold or transferred their dairy interests to the Y Co., of Evansville, Ind. As a result, our group was left at the mercy of Y Co., without any of the earned pension rights attained while in the employ of X Co. On termination of our employment, our group went to work with Y Co., and with the exception of a few are still employed there, without our previous earned pension rights. It is our feeling that we are entitled to continued coverage or at least a monetary settlement by our former employer, since that pension plan was initiated in lieu of increases

CONTINUED

Are You Sure of Your Retirement Pension?

in our hourly rates of pay and other benefits. The longevity of this group runs from 12 to 27 years of tenure. Our ages are 35 to 52 years. Most of us are too old to start again. . . ."

A second proposal in pending legislation, that is not as revolutionary as compulsory "portability," is to guarantee private pension payments through some sort of government insurance program. The Federal Deposit Insurance Corporation already guarantees bank deposits against bank failure, and pending bills propose to create similar insurance against pension losses due to company or union failure, fraud, mismanagement, etc.

The Studebaker and Packard stories are classic examples of pension loss due to company failure.

When Studebaker suddenly closed its South Bend, Ind., plant in 1964, it left behind a retirement fund with assets insufficient to make good on promised benefits. From statements made by Senators Javits and Vance Hartke (Ind.), it appears that one 59-year-old employee with 43 years of service had to settle for 15% of his pension. Twenty other employees with more than 40 years service

ited service, and a deferred pension credit for separated employees aged 40 or more with ten years of service. As business failed to improve, Studebaker-Packard cut back operations and employment in its Detroit plant until by 1956 only 625 employees were left. By 1957, operations all but ceased.

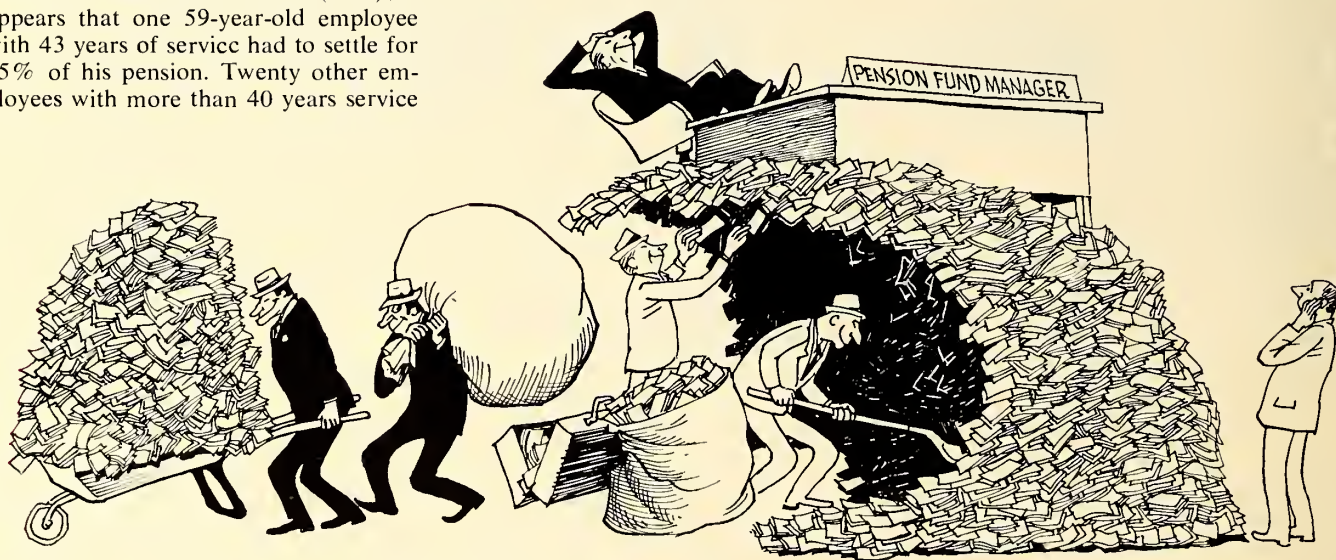
With no money coming into the pension plan's fund, the corporation announced it could no longer pay full benefits to the 1,930 already-retired employees, much less meet its commitments to any of the others, and terminated the plan. After a suit by the UAW, Studebaker-Packard agreed to continue the pensions at \$50 a month instead of the previous \$59, and to make a lump sum settlement equivalent to about a year and a half's benefits to 435 employees who were over 60 and eligible for early retirement. About 3,300 other employees below the age of 60, who were qualified

In others, company officers had risked the tax-exempt pension funds in investments for company profit, jeopardizing the interests of the workers in such funds. He went on to say, "There have been capital losses in trust funds due to lack of prudence in their investments and transactions, and as a result of self-dealing."

Cited at hearings was a case of corporate officials investing pension funds in their company's own stock. This boosted the price, the officials sold out their own holdings, then the price dropped leaving the pension fund in the bag to the tune of \$4.5 million dollars in loss of value.

Another firm was cited which borrowed 90% of a pension fund's assets to invest in its own operations, and then went bankrupt.

A fund was cited that was jointly operated by the contributing employees and the local union, whose president dominated the fund management. He padded the trust expenses with such things as putting his girl friend on its payroll, and enough more so that admin-



Pensions may disappear when the fund is poorly managed or run by crooks.

were in a similar fix. Employees between the ages of 40 and 59, many with over 30 years of service, received 10% of their earned benefits. Those under the age of 40, despite 20 years of service and an acknowledged right to something under the plan, received nothing.

In a sense, this was history repeating itself. In 1954, Studebaker and financially-ailing Packard merged. At the time, Packard employed about 10,000 people. Packard's pension plan, as renegotiated with the United Automobile Workers, provided for voluntary retirement at 65, compulsory retirement at 68, early retirement with reduced benefits for those aged 60 with ten years or more of cred-

to get something, got nothing because there was nothing left to give.

Mismanagement and fraud hit only a few of the private pension funds, but where they hit, they hurt.

Thomas R. Donahue, then Assistant Secretary of Labor, told a Senate subcommittee in 1968: "Most plans in this country are managed wisely by persons who follow the strictest code of fair dealing. However, the characteristics of many plans and their extremely rapid growth have thrown temptation into the path of the unscrupulous."

Donahue told the Senate that in some cases company and union officials had milked pension funds for private profit.

istrative costs rose from \$12.70 per worker in 1961 to \$431.50 in 1962! That was more than each employee's contribution in one year.

Five officers of a company who were also its pension trustees had \$460,000 of a \$686,000 pension fund tied up at one time in loans to themselves, and to the company to finance new risk ventures.

Five officers of another firm who were trustees of 16 pension and profit-sharing plans created a separate corporation, with themselves as officers, to manage the funds. It charged \$130,000 in one year in fees, while the five trustees took an additional \$300,000 in trustees' fees.

Donahue testified that a bank trust department would have charged about \$50,000 for the same services.

One of the most notorious cases of pension fund manipulation was the international network of union fund structures in which George Barasch and the Allied Trades Council of New York, plus New York Teamsters Local 815, were the

of the money, leaving the public to guess what more was never revealed.

Similar exposure had by then already resulted in new laws in 1958 and 1959 governing the disclosure of how pension funds are managed. The hearings involving Barasch, and the Kennedy committee report of 1965 helped prompt keen interest in looking at all aspects of pensions and pension funds.

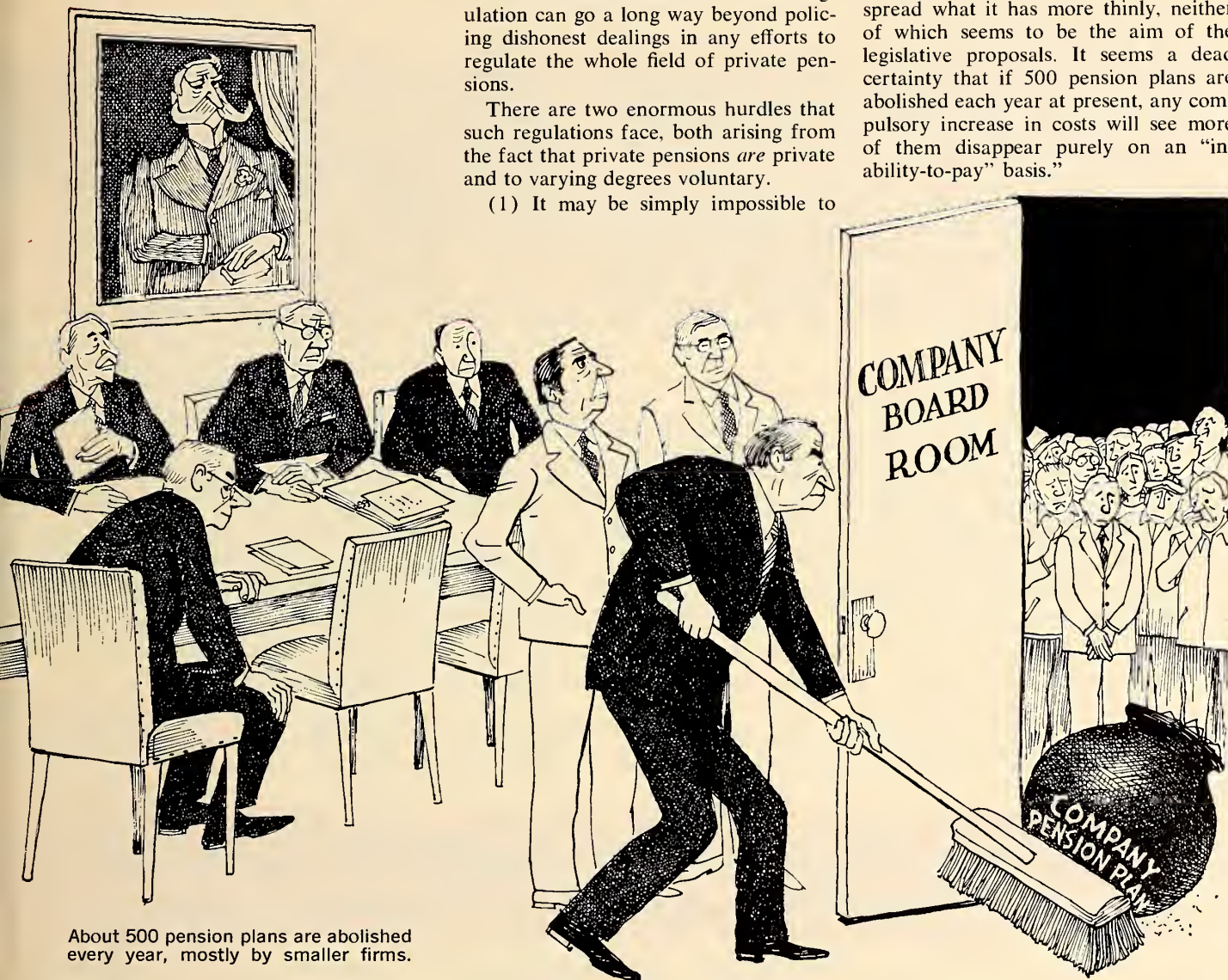
Yet it is hard to see how federal regulation can go a long way beyond policing dishonest dealings in any efforts to regulate the whole field of private pensions.

There are two enormous hurdles that such regulations face, both arising from the fact that private pensions are private and to varying degrees voluntary.

(1) It may be simply impossible to

On this basis alone, such laws could well serve to drive many of the plans out of existence—or to reduce the benefits to long-time employees in order to meet legal requirements to pay benefits to people who worked for a shorter time.

There would be few other options available to any firm or union which felt that it could not afford increased total payments that might otherwise be required by law. It could drop out, or spread what it has more thinly, neither of which seems to be the aim of the legislative proposals. It seems a dead certainty that if 500 pension plans are abolished each year at present, any compulsory increase in costs will see more of them disappear purely on an "inability-to-pay" basis."



About 500 pension plans are abolished every year, mostly by smaller firms.

main cast—though Barasch and his associates created all sorts of other legal and financial entities in the course of their operations.

The story of these fantastic dealings covering nearly 30 years fills 39 pages of a 1966 report of the Senate Subcommittee on Investigations. It involved the diversion of more than \$4 million. In the end, the Senate investigators did not report anything illegal in a web of manipulation that is almost indescribable. In the course of the exposure, authorities persuaded the principals to return most

write any workable broad regulations to govern 50,000 plans. They are so varied in detail that no two may be identical. They are also so varied in circumstance that no one set of rules to govern them could possibly work out for all of them.

(2) Across-the-board regulation in detail would seem to be self defeating. It is the declared aim of the proposed broad laws to see that more entitled workers actually get their pensions and that more workers become entitled. Such requirements can only be effective if they cost employers and unions more.

Meanwhile, many private pension plans are motivated solely or chiefly to attract good workers and keep them and their loyalty for the balance of their working lives. The "portability" proposal, especially, could destroy the desire of many a management to maintain a pension plan at all.

So long as any employer has an option *not* to have a pension plan, it's hard to see how such broad proposals could be made to work without doing harm with good.

(Continued on page 48)



OFFICIAL
AMERICAN LEGION
LIFE INSURANCE PLAN

Give freedom from want **NEW YEAR MARKS AMERICAN LEGION LIFE**

As of January 1, 1971, Legionnaires are no longer limited to owning just a single unit of insurance under The American Legion Life Insurance Plan. The National Executive Committee has approved an increase to four full units or \$46,000 for Vietnam Vets who were eligible for \$11,500 protection until now.

The effective date for this increase in benefits is January 1, 1971. But, only if you mail your enrollment form and first premium right now, and it is received during December. This is important because if your enrollment form is received on or after January 1st, there is no way to make your new benefits retroactive. Coverage is usually effective on the 1st day of the month following receipt, by the Administrator, of the enrollment form.

COST PER UNIT STAYS THE SAME

The liberalized limits of the American Legion Life Insurance Plan now mean that Legionnaires can actually purchase four full units with no increase in the cost per unit. In other words, your American Legion Life Insurance Plan coverage is now an even better bargain than ever before, at only \$2.00 per unit per month. Where else can you get thousands of dollars added protection for only \$2.00 a month or \$24.00 a year? Think of it! If you're a Vietnam Vet under age 30 and in good health, you can now guarantee your family up to \$46,000 worth of security as shown in the schedule of benefits, in case of death . . . for only \$96.00 a year.

LOW COST COUPLED WITH BIG VALUE MAKE THIS AMERICAN LEGION LIFE INSURANCE PLAN AN IDEAL CHRISTMAS GIFT FOR LOVED ONES

The low cost coupled with the long range value make this Legion Life Plan an ideal Christmas gift for those you love and want to remember

— whether it's a family, a charity, a foundation or even your local Legion Post. Remember, American Legion Life Insurance Plan always pays in addition to any other life insurance protection you may have; it is not meant to replace any existing policies you now have. It simply gives you big money added-protection at incredibly low cost. But we cannot start your new benefits with the new year unless you mail your application right now.

WHO IS ELIGIBLE FOR NEW AMERICAN LEGION LIFE INSURANCE PLAN BENEFITS

Every Legionnaire in good standing and under age 70 can enroll for one, two, three or four full units. A Legionnaire who already owns one unit may enroll for up to three additional full units, bringing his total coverage up to a maximum of four full units. (If you presently hold $\frac{1}{2}$ unit any additional must include $\frac{1}{2}$ unit of coverage, so that you end up with a whole number of units.) Remember, usually there is no medical exam required — satisfactory health is all that's needed. Simply fill out the simple enrollment form and mail it with the proper premium right now. If approved, your new protection will go into effect on New Year's Day.

Your Legion Life Insurance has none of the standard exclusions of most other life insurance policies. You will be fully protected even while flying in commercial or military aircraft and while on active duty with the Armed Forces. The only restriction is that no benefit is payable for death as a result of any act of war while in the military, naval or air service or within six months after termination of such service as a result of injuries or disease contracted during service.

Your American Legion Life Insurance Plan gives long lasting security for those you love. (There is no finer gift you can give this year than Freedom from Want.) Apply today.

Here are Your American Legion Life Insurance Plan Benefits

Amount paid determined by age at death (including 15% Bonus for 1971).

Age at Death	FOUR UNITS (Total Coverage During 1971)	THREE UNITS (Total Coverage During 1971)	TWO UNITS (Total Coverage During 1971)	ONE UNIT (Total Coverage During 1971)
†through Age 29	\$46,000.00	\$34,500.00	\$23,000.00	\$11,500.00
30-34	36,800.00	27,600.00	18,400.00	9,200.00
35-44	20,700.00	15,525.00	10,350.00	5,175.00
45-54	10,120.00	7,590.00	5,060.00	2,530.00
55-59	5,520.00	4,140.00	2,760.00	1,380.00
60-64	3,680.00	2,760.00	1,840.00	920.00
65-69	2,300.00	1,725.00	1,150.00	575.00
**70-74*	1,518.00	1,138.50	759.00	379.50

* Insurance terminates on the 1st day of January coinciding with or next following your 75th birthday.

** No persons, age 70 or over (including those already insured) will be accepted for new insurance.

† Special age bracket for Viet-Vets.

to your loved ones

START OF BIGGER (up to \$46,000*)

INSURANCE PLAN COVERAGE

*Including 15% Bonus for 1971



Your American Legion Life Insurance Plan Pays Benefits Fast — Without Red Tape

"I wish to acknowledge with thanks the prompt receipt of the check for the death benefit of my husband. It was just a chance reading of your advertisement in the American Legion Magazine that prompted us to apply for this insurance."

Mrs. E. H. W.

"... (husband) died on the date the insurance became effective. I was concerned that you might question paying the claim but I worried about it needlessly. Thank you so much for the payment and for your promptness."

Mrs. J. J. K.

"This was the first settlement made on any of Frank's insurance and as a result lifted a great load from M's mind..."

Mr. J. G. R.

HOW TO ENROLL IN THE AMERICAN LEGION LIFE INSURANCE PLAN

1. Fill out enrollment card completely. Be sure to indicate the number of full units desired.

2. The amount of premium (coverage for a full year) to send during December is only \$24 for one unit, \$48 for two units, \$72 for three units, or \$96 for the maximum of four full units. Because premiums are always paid on a calendar year basis, if you enroll after December, the amount you pay will be less. To determine that amount, multiply the number of months that have passed

since December times \$2 (amount of premium per unit, per month) times the number of units you select. Then subtract this amount from the full unit(s)' premium above. Example: you enroll in January for 3 units of coverage. 1 (number of months past December) times \$2 (premium per unit, per month) times 3 (number of units you desire) equals \$6. Subtract \$6 from \$72 (full year premium for 3 units), the result \$66 is the amount of premium for the balance of the year to send with your enrollment.

3. Make check or money order payable to: The American Legion Life Insurance Plan

4. If you live in New York, North Carolina, Ohio, Texas, Wisconsin, Illinois, New Jersey or Puerto Rico write to the address shown for an enrollment/application for use in your state. Applications and benefits vary slightly in some areas.

5. Mail enrollment and premium to:
The American Legion Life Insurance Plan
P. O. Box 5609
Chicago, Illinois 60680

START THE
NEW YEAR
RIGHT...
MAIL YOUR
ENROLLMENT
AND PREMIUM
FOR BIGGER
AMERICAN
LEGION LIFE
INSURANCE
BENEFITS
TODAY!

ENROLLMENT CARD FOR YEARLY RENEWABLE TERM LIFE INSURANCE FOR MEMBERS OF THE AMERICAN LEGION

Full Name _____ Birth Date _____
Last First Middle Mo. Day Year

Permanent Residence _____
Street No. City State Zip

Name of Beneficiary _____ Relationship _____
Example: Print "Helen Louise Jones," Not "Mrs. H. L. Jones"

Membership Card No. _____ Year _____ Post No. _____ State _____

I now apply for: (check appropriate box or boxes).

1/2 Unit ☐ 1 Unit ☐ 2 Units ☐ 3 Units ☐ 4 Units ☐

The following representations shall form a basis for the Insurance Company's approval or rejection of this enrollment: Answer all questions.

1. Present occupation? _____ Are you now actively working?
Yes ☐ No ☐ If No, give reason _____

2. Have you been confined in a hospital within the last year? No ☐ Yes ☐ If Yes, give date, length of stay and cause _____

3. Do you now have, or during the last five years have you ever had, heart trouble, circulatory disease, kidney disease, liver disease, lung disease, diabetes, cancer, or have you received treatment or medication for high blood pressure or alcoholism?
Yes ☐ No ☐ If yes, give details _____

I represent that, to the best of my knowledge, all statements and answers recorded on this enrollment card are true and complete. I agree that this enrollment card shall be a part of any insurance granted upon it under the policy. I authorize any physician or other person who has attended or examined me, or who may attend or examine me, to disclose or to testify to any knowledge thus acquired.

Date _____, 19____ Signature of
GMA-300-19-10-70 Applicant _____ 1270



Opposing Views by Congressmen on The Question...

DO WOMEN NEED AN

THE PROPOSED Equal Rights Amendment to the United States Constitution, as it passed the House of Representatives in August, reads in pertinent part:

Equality of rights under the law shall not be denied or abridged by the United States or by any State on account of sex.

If passed by a two-thirds majority in the Senate and ratified by three-fourths of the state legislatures, the Equal Rights Amendment will become the 26th Amendment to our Constitution. Resolutions similar to this proposal were first introduced in 1923, soon after the ratification of the 19th Amendment giving women the franchise.

The purpose of this amendment is to end the unequal treatment *under the law* to which women have been subjected since the Constitution was first adopted. It is important to note that the only kind of sex discrimination which this would forbid is that which exists *in law*. Interpersonal relationships and customs of chivalry will, of course, remain as they always have been, a matter of individual choice. The passage of this amendment will neither make a man a gentleman nor will it require him to stop being one.

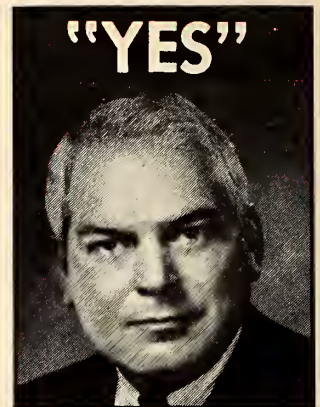
Although there is now little disagreement upon the merits of the goal of equal rights for women, there is quite some difference of opinion as to how it can best be achieved. Opponents argue that the 14th Amendment equal protection clause and Title VII of the Civil Rights Act of 1964 which prohibited discrimination on account of sex are sufficient safeguards. The problem with this analysis is that the courts have been in some cases slow and in others completely derelict in interpreting either of these provisions as striking down

irrational sex discrimination in law.

Another "red herring" which opponents raise is that all state "protective" laws for women will be *nullified*. This ignores recent court decisions in analogous situations in which the Courts have not nullified other types of discriminatory state laws, but rather *extended* the "protection" afforded to one class to the other class, thereby providing equality of treatment under the law.

The passage of this amendment is important because it will provide a mandate for the courts to strike down irrational sex-based discrimination wherever it is found in law.

In conclusion, it should also be pointed out that this is not just an equal rights amendment for women. It will also benefit men, as there are many sex discriminations in law which penalize males. Equal treatment for men and women under the law is indeed an idea whose time has come.

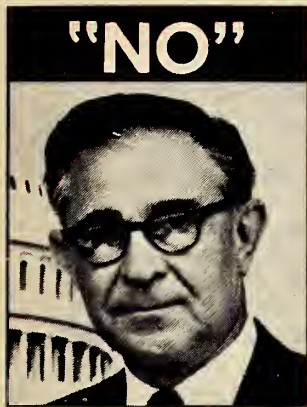


Sen. Marlow W. Cook
(R-Ky.)

Marlow W. Cook

If you wish to let your Congressman or one of your Senators know how you feel on this big

EQUAL RIGHTS AMENDMENT?



Rep. Thomas G. Abernethy
(D-Miss.)
1st District

I WAS ONE OF 15 Congressmen to oppose the so-called Equal Rights Amendment when it came before the House of Representatives earlier this year. My opposition to the amendment doesn't mean that I oppose women having the same rights as men. In fact, I think they should have. And in my judgment they do.

My opposition to the amendment is based on the fact that it would completely set aside a great number of state statutes which are highly beneficial to women, particularly those women who are left as widows and more particularly those who are left as widows with children. These laws relate to the widow's rights of homestead and to appropriate allowances for her support following the immediate death of her husband.

The amendment would also wipe out numerous federal statutes administered by the Women's Division of the Department of Labor—statutes designed for the reasonable protection and benefit of women. I think it would be far better to continue our efforts to achieve equal opportunities without impairing social legislation which safeguards health, safety and economic welfare for all.

Also, if the amendment is adopted as passed by the House, women would not be exempt from being drafted into the armed forces; and they could be liable for alimony to divorced husbands and for child support should the courts see fit to place the children in the custody of the husband. The mother would no longer be given preference by the courts as to child custody.

There are many other exemptions and preferences now available to women which this amendment would upset.

Some time ago, I discussed the effect of this amendment with a representative of the National Women's Party, its principal sponsor. She took the position that the state laws protecting women were not rights or benefits, but "discriminations"; and said that women "could take care of themselves even as widows." I cannot agree that these statutes are discriminatory. I cannot accept her brave logic.

When this same amendment passed the Senate a number of years ago, it was amended so as not to repeal benefits and protections for women. Sponsors of the so-called Equal Rights Amendment condemned this final Senate version on the ground that it discriminated *against* women. I do not agree and neither do those women I have talked with about the matter—and I have talked with hundreds of them.

If there are any laws in any state, including my own, which deny equal rights to women, these can be taken care of by the simple process of repeal. I think this is a much more preferable procedure than following the course of a federal Constitutional amendment that would wipe out many federal and state statutes which are generally regarded as beneficial to the womanhood of our nation.



issue, fill out the "ballot" and mail it to him. —>

I have read in The American Legion Magazine for December the arguments in PRO & CON: Do Women Need An Equal Rights Amendment?

IN MY OPINION WOMEN DO NEED ☐ DO NOT NEED ☐ AN EQUAL RIGHTS AMENDMENT.

SIGNED _____

ADDRESS _____

TOWN _____ STATE _____

You can address any Representative c/o U.S. House of Representatives, Washington, D.C. 20515; any Senator c/o U.S. Senate, Washington, D.C. 20510.

NEWSLETTER

A DIGEST OF EVENTS WHICH
ARE OF PERSONAL INTEREST TO YOU

DECEMBER 1970

SENATE COMMITTEE ON VETERANS AFFAIRS CREATED; LONG SOUGHT LEGION GOAL:

America's veterans now have a Senate Committee on Veterans Affairs to match its counterpart in the House of Representatives . . . On Oct. 26, Pres. Nixon signed the Legislative Reorganization Act of 1970, thus establishing what the Legion has sought since about 1920 . . . In recent years, the Legion has intensified its efforts to get such a committee created, feeling that the veteran population of 27-plus million and its 96 million survivors or dependents deserved the attention standing committees in both Houses of Congress could accord it . . . In 1961, 1966 and 1967 Congressional committees studied the matter . . . In 1968 the U.S. Veterans Advisory Commission recommended, among other things, the creation of such a committee . . . And, in 1968, a Senate Committee on Rules and Administration voted to recommend its establishment . . . This year, the objective was accomplished by changing HR17654 with a series of amendments introduced by Sen. Lee Metcalf (Mont.) which made the measure conform to S844, the Senate counterpart measure originally introduced by Sen. Karl Mundt (N.D.) and cosponsored by Senators Boggs, Case, Metcalf, Sparkman, Percy, Stevens, Fannin and Griffin . . . S844 incorporated the provisions of S355 which passed the Senate in the 90th Congress.

All veterans matters presently divided under the jurisdiction of the Committees on Finance, Labor and Public Welfare, and Interior and Insular Affairs will now transfer to a Standing Committee on Veterans Affairs . . . Composed of nine Senators, the new committee will probably be organized and staffed when the 92nd Congress convenes in January 1971.

The American Legion is deeply grateful to the Chairman and members of the Senate Committees who now deal with veterans matters--as it is likewise grateful to members on the House side . . . It sincerely believes that a Senate Committee on Veterans Affairs and professional staff concerned solely with veterans legislation will better serve ex-servicemen and their dependents and survivors and provide a more effective working relationship between the two bodies of Congress.

PRESIDENT'S SIGNATURE REINSTATES VETERANS' HOME LOAN ELIGIBILITY:

Millions of former servicemen--mostly from WW2 and later--who never took advantage of government-backed home loans and whose eligibility time ran out may once again be eligible for VA GI home loans now that the President has signed the Veterans' Housing Act of 1970, the bill designed to help vets trapped in the nation-wide housing shortage . . . The new law wipes out all eligibility termination dates for GI home loans, authorizes for the first time guaranteed and direct loans for the purchase of mobile homes, condominiums and homesites, and authorizes direct loans for paraplegic veterans who purchase specially adapted housing . . . For specific information, see your Legion service officer or VA contact.

NEW LAW LIBERALIZES RULES FOR ADMISSION TO VA HOSPITALS:

The President has signed HR693 which liberalizes rules concerning veterans medical and hospital care . . . Highlights of the new law: it authorizes care in a VA hospital without the necessity of signing a statement of inability to defray the cost of necessary hospital or medical care for any veteran who is age 65 or over; it authorizes furnishing of outpatient care and such other medical services as are reasonably necessary to any veteran who is in receipt of pension or compensation based on need of regular aid and attendance of another person, or who is permanently house-bound; and it permits the VA to furnish drugs and medication to veterans who are receiving the house-bound rate of compensation or pension.

APPLICATIONS FOR SOUTH DAKOTA VIETNAM VETERANS BONUS NOW BEING ACCEPTED:

The State of South Dakota has appropriated funds for its Vietnam Veterans Bonus and is now accepting applications.

Legal residents of South Dakota for six months immediately preceding entry in the armed forces may check eligibility requirements and obtain application forms from Vietnam Veterans Bonus Board, State of South Dakota, Old Post Office Building, Pierre, S. Dak. 57401.

NEWS OF THE AMERICAN LEGION

AND VETERANS AFFAIRS

DECEMBER, 1970

Nat'l Exec Committee Sets Policy at Annual Fall Meet

Leaders adopt 54 resolutions; urge public officials to protect rights of peaceful citizens; confirm appointments to national commissions and committees.

The American Legion has urged public officials to uphold and protect the Constitutional rights of peaceful citizens whose rights may be abridged or denied by the disruptive acts of others and called for the denial of the use of tax-supported public facilities by organizations and individuals who would use them for the purpose of raising funds to support activities that advocate the overthrow of our government.

These resolutions were among more than 50 adopted at the Legion's National Executive Committee Fall Meeting held at Nat'l Hq in Indianapolis, Ind., Oct. 21-22 under the chairmanship of National Commander Alfred P. Chamie (Cal.). A Digest of Resolutions passed appears on page 34.

A special committee to secure the release of U.S. prisoners of war in South-

east Asia, named by Nat'l Cmdr Chamie following the Portland Convention, presented a report of its actions to that date and was given a go-ahead on its program by the Executive Committee. (Story appears below.)

The Executive Committee also received reports from regular and special commissions and committees and confirmed appointments of chairmen and members of national Legion policy bodies. A list of the appointments of chairmen appears on page 34.

One of the Committee's major recommendations was that the 1971 National Convention in Houston, Tex., Aug. 27-Sept. 2, take up the question of increasing the national per capita dues effective with those transmitted after Jan. 15, 1972. Among reasons cited was that there has been a marked increase in the

cost of administering the programs and activities of The American Legion at the national level and the fact that the cost of goods, services and materials has rapidly inflated in the eight years since the last national dues increase in 1962. Unless a dues increase is forthcoming the national organization will be forced to operate at a deficit.

In another action, the Committee abolished the Legion's Life Insurance Plan Scholarship program which had been providing 50 \$2,000 four-year college scholarships to eligible relatives of Legion insurance holders. The U.S. Postal Department ruled the program was a lottery and therefore could not be handled through the U.S. mails. Previous scholarship recipients will continue to receive funds already granted when the program was functioning.

An earlier Executive Committee action raised to four units the amount of insurance Legionnaires can purchase under the plan starting with Jan. 1971. Information appears on pages 28-29.

The National Convention schedule now lists the following tentative city awards: 1971—Houston, Tex., Aug. 27-Sept. 2; 1972—Chicago, Ill., Aug. 18-24; 1973—Los Angeles, Cal., Aug. 24-30; 1974—Miami Beach, Fla., Aug. 16-

Legion Mounts Campaign to Secure Release of U.S. P. O. W.'s

The Legion's Special P. O. W. Committee has begun a nationwide program to focus attention on the problem of U.S. prisoners of war held in Southeast Asia in the hopes that national public concern will force the release of the prisoners or at least better treatment by their captors.

The committee, chaired by Past Nat'l Cmdr William R. Burke (Cal.) plans the use of special prayers on behalf of prisoners of war and their families and the issuance of proclamations designating special Prisoner of War Days by the President, the various governors and mayors. President Nixon has endorsed the plan.

Specifically, the Legion hopes it can help to (1) secure the identification of U.S. servicemen who are prisoners of war or missing in action, (2) secure better treatment and inspection of their facilities by a neutral commission, (3) obtain immediate repatriation of the sick and wounded, and (4) convince North Vietnam and its Communist allies to live up in all respects to their commitments under the 1949 Geneva Con-

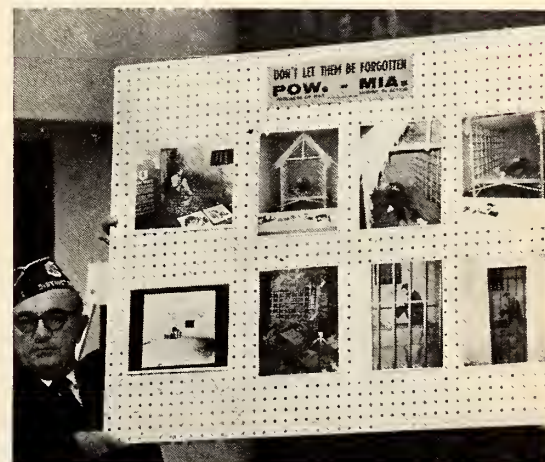
vention on treatment of prisoners.

Suggested prayers and proclamation forms have been made available to Legion posts and Auxiliary units. All proclamations, petitions and other letters and expressions of concern should be forwarded to The American Legion, 1608 K St., N.W., Wash. D.C. 20006, where they will be collected and offered for inclusion in the Congressional Record as evidence that the nation does indeed care about its prisoners held in Southeast Asia.

Other members of the P. O. W. Committee are: Ray McHugh (D.C.), Chief, Washington Bureau of Copley News Service; C. D. DeLoach (D.C.), Chmn, Nat'l Public Relations Commission; Thomas Whelan (N.D.), Chmn, Nat'l Foreign Relations Commission; Emmett G. Lenihan (Wash.), Chmn, Nat'l Security Commission; William F. Lenker (S.D.), Chmn, Nat'l Veterans Affairs and Rehab Commission; Donald G. Hanning (D.C.), Nat'l Cmdr's Rep., Americanism Commission, and James F. O'Neil, Publisher of The American Legion Magazine.

The Legion plans to work with the National League of Families of Prisoners and Missing in Southeast Asia and with other interested organizations.

The U.S. Post Office has issued a special P. O. W. postage stamp. Legionnaires are urged to use this stamp as much as possible to focus attention on the problem.



Display shows P. O. W. living conditions.

22; 1975—Philadelphia, Pa., Aug. 15-21.

The National Convention in Philadelphia in 1975 is planned to coincide with the beginning of the 1976 Bicentennial Celebration.

In keeping with that celebration the Legion's Spirit of '76 Committee reported through Chmn John A. Jones (W. Va.) that it was seeking to formulate plans that will provide the Legion with full participation in the Bicentennial. Thus far, the Legion has allocated \$250,000 to finance its activities.

National Executive Committeemen heard a progress report on a study being made by the National Membership & Post Activities Committee as to whether a national paid-up-for-life membership plan was feasible. The general consensus was that the advent of computer technology would make such a life-plan possible and a report would be made at the May 1971 meetings.

Bolstering the National Commander's drive toward the release of U.S. prisoners of war in Southeast Asia, the featured speaker at his Banquet to the National Executive Committee was Major James N. Rowe, who escaped from the Viet Cong after five years as a prisoner of war.

Rowe said the Viet Cong's best method for breaking down a prisoner is to quote from American anti-war publications. "We could stand the physical torture and the filth and hunger, but the only time I almost broke down was when a Viet Cong cadre almost convinced me Americans no longer cared about me," he said. "The people who wave Viet Cong flags and wear peace symbols haven't seen what I have seen, and they don't understand what they are doing," he went on.

Rowe, a Legion life member in Texas, said that the North Vietnamese and Viet Cong are disturbed that some Americans are showing concern about the P. O. W.'s. He urged: "Unified support and effort are needed now to get the men back or better treatment for them. It has to be the President, the Governor, the Mayor and all the way down to the people on the street, to show nationwide concern. The American Legion is taking a momentous step and . . . I do deeply thank them for their efforts."

National Commission Changes

The National Executive Committee appointed members and chairmen to fill vacancies on 1970-71 national policy bodies. Following is a list of the national chairmen whose appointments were approved. COMMISSIONS are in capital letters with committees and other divisions of commissions printed in *italics*.

AMERICANISM: Daniel J. O'Connor, N.Y.; *Counter-Subversive Activities*, J. E. Martie, Nev.; *Americanism Council*, Albert H. Woessner, N.Y.

AMERICAN LEGION MAGAZINE: James E. Powers, Ga.

CHILDREN AND YOUTH: Earl D. Franklin, Jr., Colo.; *New England Area*, Arthur P. Ambrose, Me.; *Middle Atlantic Area*, Oliver A. Watkins, Md.; *Southern Area*, Eugene Hughes, Tenn.; *Midwestern Area*, Dick Furness, N.D.; *Western Area*, George E. Miner, Colo.

CONVENTION: James V. Demarest, N.Y.; *Contests Supervisory*, Deming Smith, S.D.; *Distinguished Guests*, A. L. Starshak, Ill.



Major Rowe described P.O.W. life.

ECONOMIC: Clarence S. Campbell, Vt.; *Employment*, Walter M. Rapp, Okla.; *Veterans' Preference*, A. B. Fennell, S.C.

FINANCE: Churchill T. Williams, Iowa; *Life Insurance & Trust*, Albert V. LaBiche, La.; *Emblem*, Julius Levy, Pa.; *Overseas Graves Decoration Trust*, Nat'l Cmdr Alfred P. Chamie, Calif.

FOREIGN RELATIONS: Thomas E. Whelan, N.D.; *Foreign Relations Council*, Martin T. Jansen, Wis.

INTERNAL AFFAIRS: Donald J. Smith, Mich.; *Constitution & By-Laws*, Alfonso F. Wells, Ill.; *Membership & Post Activities*, William F. Gormley, Pa.; *Resolutions Assignment*, Melvin T. Dixon, Fla.; *Trophies, Awards & Ceremonials*, John C. Mann, Pa.

LEGISLATIVE: Clarence C. Horton, Ala.

NATIONAL SECURITY: Emmett G. Lenihan, Wash.; *Aeronautics & Space*, Joseph L. Hodges, Va.; *Civil Defense*, Stacey A. Garner, Tenn.; *Law & Order*, Paul S. Kinsey, Ohio; *Merchant Marine*, James M. Wagoner, Ohio; *Military Affairs*, Francis P. Kane, Ill.; *Naval Affairs*, John J. Wrenn, Mass.; *National Security Council*, Granville S. Ridley, Tenn.

PUBLIC RELATIONS: C. D. DeLoach, D.C.

VETERANS AFFAIRS AND REHABILITATION: W. F. Lenker, S.D.; *Area A*, Simon J. Godfrey, Vt.; *Area B*, Arthur L. Haines, Md.; *Area C*, John H. Wienand, Jr., Ala.; *Area D*, Roy M. Hodge, Mich.; *Area E*, Dean C. Hall, Utah; *National Cemetery*, Carl L. Lundgren, Minn.

Reorganization Subcommittee: L. O. Bickel, W. Va.

Digest of Resolutions

Here is a digest of resolutions adopted at the fall, 1970 meeting of the Legion's National Executive Committee. Identifying resolution numbers follow in parentheses.

- Recommends to the 1971 National Convention a national per capita dues increase of 50¢ (to \$2.50) effective with dues transmitted after January 15, 1972. (54)
- Abolishes The American Legion Life Insurance Plan Scholarship Program because of U.S. Post Office regulations. (46)
- Urges the timely passage of the VA Appropriations Bill for Fiscal Year 1971. (44)
- Urges a separate Congressional Appropriations Act for VA funds. (50)
- Commends and thanks Congress for creation of the Senate Committee on Veterans Affairs. (45)
- Urges public officials to uphold and protect the Constitutional rights of peaceful citizens whose rights may be abridged by the disruptive acts of others. (27)
- Calls for the denial of the use of tax-supported public facilities by organizations and individuals who would use them for the purpose of raising funds to support activities that advocate the overthrow of our government. (15)
- Seeks to amend the U.S. Immigration and Nationality Act to afford Filipino U.S. veterans and certain others opportunity for permanent residence in the U.S. (28)
- Supports legislation to reopen for one-year the right of certain war veterans to apply for National Service Life Insurance. (30)
- Seeks law to give veterans discharged for certain purposes who immediately re-enter the service a discharge or release so that they shall be eligible for benefits flowing from the period of service from which they were conditionally discharged. (31)
- Opposes legislation which seeks to suspend or discontinue payments of disability pension to war veterans residing outside the U.S. (32)
- Supports legislation to make Veterans Special Term (RS) Insurance participating, and to authorize payment of the premium overcharges as a dividend to the policyholders. (33)
- Calls for law to liberalize VA procedures for waiver of recovery of overpayments. (34)
- Opposes enactment of any legislation that would remove the existing attorney or agent fee limitations and penalty provisions in claims before the VA. (35)
- Seeks law to provide special monthly compensation to veterans whose service-connected disability needs continual hemodialysis. (36)
- Seeks a special clothing allowance to veterans eligible to receive an artificial limb or brace from the VA. (37)
- Asks amendment of the Dual Compensation Act to exempt employment with the VA Dep't of Medicine and Surgery. (38)
- Seeks change in VA regulations to exclude from pension income determinations the additional railroad retirement annuity payable for dependents in the family group. (39)
- Calls for the hospitalization of certain dependents of war veterans in civilian medical facilities. (40)
- Seeks a special government life insurance program for Vietnam Era veterans. (41)
- Calls for a national Legion "Stamps For Hospitalized Veterans" program. (43)
- Asks that military personnel not be permitted to participate in demonstrations opposing our government whether in uniform or civilian attire. (17)
- Supports legislation to amend the National Defense Education Act of 1969 to include the guaranteed loan program and to include forgiveness of loan obligations incurred prior to April 13, 1970. (18)
- Opposes practice of some armed forces branches in supplanting Civil Service employee workers with enlisted or commissioned personnel. (19)
- Urges the Secretary of Labor to redirect Manpower Services to assure preference to veterans

in counseling, testing and job referral as required by law. (20)

- Urges Congress to prohibit federal agencies from contracting out personnel services without provisions in such contracts to assure that veterans preference in employment and/or reduction in force is maintained. (21)
- Asks first full week in May be named "National Employ the Older Worker Week." (22)
- Supports legislation to grant preference to Vietnam Era veterans for Farmers Home Administration Loans. (23)
- Asks funds for State Employment Services for Decentralized Veteran Placement Service Units at each job bureau location as well as any other local office where it will be advantageous to the veteran applicant. (24)
- Calls for law to restrict "contracting out" for services relating to the position of guards, elevator operators, messengers and custodians by federal agencies and urges the use of civil service personnel as required. (25)
- Commends U.S. servicemen. (26)
- Supports legislative efforts aimed at insuring that the uniform of the U.S. Armed Forces is not willfully desecrated, mutilated or defiled. (8)
- Urges issuance of an American Prisoners of War Postage Stamp. (11)
- Urges Legionnaires to display U.S. Flag on their uniforms. (12)
- Urges continuance of Pledge of Allegiance to the U.S. Flag in public schools and calls for respect of the flag by all citizens. (13)
- Seeks legislation for punishment of those who fly or display the Viet Cong flag. (14)
- Calls for expansion of National Rifle Association-American Legion Postal matches. (16)
- Assigns primary responsibility for environmental and ecological matters within the Legion to the Internal Affairs Commission. (51)
- Amends Constitution of the Sons of The American Legion to increase annual national per capita dues from 50 cents to 75 cents. (9)
- Commends Pacific Region Office of Western Electric Co. for service to the public by publishing "Parents Guide to Marijuana" and allowing the Legion to reprint it. (10)
- Asks rules, regulations and discipline be enforced in the armed forces without regard for race, color and creed. (5)
- Supports program for the treatment and rehabilitation of military personnel who have become addicted to habit-forming drugs. (6)
- Calls for legislation to permit retirement from armed forces reserves before age 60. (7)
- Authorizes establishment of a reorganized data computer center at Nat'l Hq. (53)
- Authorizes temporary charter for Heidelberg Post 3, Heidelberg, Germany, Dep't of France. (2)
- Rescinds a resolution passed in May 1970 which was inaccurately worded and substitutes another which shall provide a \$500 scholarship to each department oratorical winner who participates in the Legion Nat'l High School Oratorical Contest at the regional level. (48)
- Modifies deposit premium fund agreements relative to contracts between The American Legion and certain life insurance companies. (47)
- Reimburses The American Legion for life insurance expenses. (49)
- Amends Uniform Code of Procedure for Organization of Legion Nat'l Conventions by restating the duties of the Nat'l Veterans Affairs and Rehabilitation Commission and the Nat'l Commission on Children and Youth. (3) Authorizes change in name of commissions for Code. (4)
- Amends statements of purpose of certain national commissions and committees. (52)
- Transfers The American Legion Life Insurance Plan bank account from the First National Bank of Chicago to the Continental Illinois National Bank and Trust Co. of Chicago, Ill. (55)
- Authorizes three year contract with Robert Redden Associates as Publisher's Representative for The American Legion Magazine. (1)
- Calls for the recognition of the last Sunday in September as Gold Star Mothers Day. (29)

Nat'l Commander's Homecoming

Following the National Executive Committee meeting about 125 national Legion leaders flew aboard a chartered jet to Los Angeles to attend a two-day (Oct. 23-24) Official Homecoming Celebration in honor of National Commander Alfred P. Chamie.

They toured Universal Studios, Disneyland and attended the Official Homecoming Banquet where over 900 Legionnaires and guests heard government, industry and labor leaders pay homage to the National Commander.

California's two Senators, George Murphy and Alan M. Cranston, Chairman of the House Veterans Affairs Committee Olin E. Teague of Texas, and Rep. James C. Corman (Cal.) headed a long list of distinguished guests present.

Film star Walter Pidgeon, President of the Screen Actor's Guild and Richard Walsh, President of the Int'l Alliance of Theatrical Stage Employees Union and a Vice President of the AFL-CIO, both praised Commander Chamie as "a man who could be trusted implicitly and completely." Both men had faced Cmdr Chamie across the bargaining table in his capacity as vice president and general counsel for the Ass'n of Motion Picture and TV Producers. Said Walsh: "I trust Al Chamie so much I'd even let him write our contract."

Los Angeles radio personality Johnny Grant, who has toured Vietnam and Korea on numerous occasions with USO shows, acted as Master of Ceremonies.

Legion Youth Confabs

The 35th Annual Boys' State Conference and the 1st National Oratorical Contest Conference were held in Indianapolis October 17 and 18.

About 120 Boys' State counselors from 44 departments discussed, among other things, how youths should be selected, what criteria govern a boy's appearance and how far afield discussion topics should go beyond that of instruction in government.

There were nearly 30,000 boys in the 1970 Boys' State programs, at a national cost of roughly \$1½ million.

Dr. Edwin L. Peterson (Utah) was Chairman of the Conference. Among guest speakers were Nat'l Cmdr Chamie and Nat'l Americanism Commission Chmn Daniel J. O'Connor (N.Y.)

• Fifty-two Department Oratorical Chairmen attended the 1st Oratorical Contest Conference. Purpose of the meeting was to seek ways to enlarge and enhance the Legion's Oratorical program. Chaired by Dr. Leon F. Miller (Mo.), they covered every phase of the program from post level to the national finals.



From left, Nat'l Adjt Wm. F. Hauck, Auxiliary Pres. Mrs. Charles C. Shaw, Nat'l Cmdr Chamie and Harry Foster of Homecoming Committee, pose with California girls.



Legionnaires at Universal Studios (above). Sen. Murphy (left)



introduced by MC Johnny Grant as Cmdr and Mrs. Chamie applaud.

Jobs For Veterans Progress Report

Early field reports from Department Adjutants and Veterans Employment Service Representatives working with the Legion's Jobs For Veterans Pilot Program indicate it is receiving excellent support from posts, employers, civic leaders, and state and federal government representatives.

As we go to press a number of exploratory state programs have already been held, some are on-going and others are in the planning stage. In dense population areas they take the form of one or two-day Job Marts or Job Fairs. Others, in lighter populated states, have been set up as continuing luncheon seminars or showcase affairs. Each local program has shaped up the way Legionnaires and

Veterans Employment Service Reps feel will prove most productive in their area.

The pilot program was started by the Legion when it began to receive reports of the increasing rate of unemployment and the difficulty encountered by returning Vietnam era veterans in obtaining meaningful jobs.

Recent U.S. Department of Labor testimony before Congress backs up the contention that "... many veterans are experiencing difficulty in locating jobs or job training today. This situation, which largely is due to the recent economic downturn, promises to improve with improving economic conditions. Operating figures from the public employment offices illustrate certain aspects of the

veterans employment situation. For example, unemployment compensation for ex-servicemen benefits paid to recently separated veterans in July 1970 was \$18.4 million, more than 2½ times the July 1969 figure. In July and August 1970 the increase in average weekly claims was twice as great as that experienced in the same period the previous year. Difficulty in job finding further is shown in the number of counseling interviews provided veterans through the State employment service in 1970; 368,000 interviews, an increase of about 19,000 over the previous year. . . . During fiscal year 1970 the 1,962,000 veterans job applications which were filed at the public employment offices represented 36% of all males who applied, up from 32% the previous year. Although new applications increased, job placements accomplished by the local offices decreased 10%, which illustrates the difficulty encountered by the offices in finding the right job for each veteran in the prevailing job market."

Statistical data furnished by the Veterans Employment Service of the Department of Labor on veterans job placement indicates that in fiscal year 1970 more veterans registered for employment than in any previous year since 1958. However, the 1,962,000 veterans who applied for employment assistance in 1970 (an increase of more than 220,000 over 1969) were placed in only 970,000 jobs. This is a sharp decrease from the previous year. In 1970, local employment service offices made only 49 job placements of veterans for every 100 veteran job seekers, which represents the lowest figure since WW2.

A similar unsatisfactory situation also exists with respect to job placements of disabled veterans. In Fiscal year 1970, more disabled veterans (177,500) applied than in any post WW2 year. However, in terms of job placements per 100 disabled veteran applicants, the figure was an all-time low at 60 placements. To further compound the problem, these placement statistics include many short-term jobs which undoubtedly do not fulfill the career aims of veterans.

How many Vietnam era veterans are out of work at any given moment and how tough it is for them to find a job can't be exactly measured just yet. The Department of Labor's Employment Service Automated Reporting System (ESARS) is not fully operational on a national basis. Thus, it is almost impossible to manually separate Viet vet job-seekers from veteran job-seekers as a whole. When the system is implemented many items of important information

Legion Job Fair—Cincinnati, Ohio



Scene outside Ohio National Guard Armory in Cincinnati.



Veterans registering for employment.



Visiting with employers for job interviews.

IN CINCINNATI, Ohio, the Legion ran an "Operation—Jobs For Veterans" program at the Ohio National Guard Armory on Sept. 23. About 1,400 veterans were interviewed by about 90 employers during the day. The Legion's Auxiliary served meals to Legion workers, Ohio Bureau of Employment personnel, VER personnel and participating employers. Cincinnati radio, TV and newspapers covered the program. Six other Ohio cities have plans in various stages to conduct their own job fairs.

Oklahoma Proclamation



In Oklahoma, Gov. Dewey F. Bartlett (capless) holds proclamation urging employers to hire veterans and support Legion Jobs For Veterans program. With him (l to r): William Caldwell, Nat'l Membership Consultant; Department Cmdr Tom Smith; Walter M. Rapp, Dep't and Nat'l Employment Committee Chmn.

will be immediately retrievable for use.

Thus, the Legion's job-finding program may be getting into gear at just the right psychological moment to do the most good—when the problem is about to be more exactly delineated.

As mentioned earlier, the program takes many forms. Here is how some of the pilot states are proceeding.

- In Pennsylvania, Department Adjutant Ed Hoak reported that a Legion job seminar for over 600 unemployed Vietnam era veterans was scheduled in Allentown on Nov. 9 with over 300 employers cooperating in job matching efforts. Allentown mayor and other civic officials and Legion leaders were also to be involved. Coverage by television, radio and the press was scheduled. VER Joe Welsh in Harrisburg estimated that between 12-14,000 Viet vets were currently looking for work in Pennsylvania at a given time. Automated equipment had not yet been put into operation to come up with exact figures.

- In Kansas, Department Adjutant Ken Young reported that luncheon meetings had been held in 29 areas around the state, and that 375 posts had been directly contacted with information on how to proceed with the implementation of the program. Promotional activities were going on all over the state. VER George Medlock said that Wichita was one of the worst unemployment areas in the country but that the rest of the state had spotty problems. No plan was yet set to conduct a job fair but that it would be a continuing job of calling attention to the problem via luncheon-showcase meetings and other promotions.

- In Ohio, the Legion conducted an "Operation: Jobs For Veterans—Ohio" program in the National Guard Armory in Cincinnati, Sept. 23, (see photos). Some 1,400 veterans registered and were

interviewed by about 90 employers. Six additional cities in Ohio have issued tentative and firm invitations to conduct the same type of program in the near future.

- In Oklahoma, Department Employment Chairman Walter Rapp said that basically this department was trying to inaugurate a person-to-person approach on an individual basis by creating a general awareness of the problem through meetings with mayors, businessmen, civic leaders and clubs. The Auxiliary was planning to participate. If job fairs proved feasible they would be set up in one or two of the larger cities, but that the businessmen's luncheon approach would be tried first. Rapp estimated over 14,000 veterans looking for work with about 6,000 of them Viet era vets. The Oklahoma program theme was: "Hire a dependable worker—hire a veteran." Gov. Dewey F. Bartlett issued a proclamation to hire war veterans by participating in the Job Finding Program (see photo).

- In Texas, VER William A. Hazelwood, Jr. reported meetings held in 22 cities with a great deal of interest. Hazel-

wood provided actual computer figures of 73,786 veterans seeking work on Aug. 31 with 14,038 of them Viet vets. Texas was attempting to get veterans before service clubs and call attention to the problem by introducing them to prospective employers. Training opportunities would also be stressed.

- In North Carolina, Department Adjutant J. Carroll Wilson reported that 11 cities are involved in person-to-person, luncheon meeting type of contacts with some veterans already placed in jobs. Post service officers, VER's and mayor's committees are cooperating with industrial commissions and business groups.

- In North Dakota, Minot VER Jerry Dukart reported that 129 veterans and servicemen about to enter civilian life were interviewed by 28 employers in mid-September at a Job Fair hosted by William G. Carroll Post 26. Minot Air Force Base also cooperated in the program.

- In Minnesota, Duluth was selected as the first city to launch a pilot program study, reported Department Adjutant Frank Momsen. The committee began

VA Job Mart—Boston, Mass.



ON SEPT. 16-17, the Veterans Administration and the Boston Globe teamed up to run a Job Mart in the Paddock Club of Suffolk Downs Race-track. Purpose: get jobs for Vietnam era veterans. Photos here show some of the 9,186 veterans on line and sitting at Job Bank viewers watching job listings electronically presented. Over 14,000 interviews were held, 314 veterans were hired on the spot, 2,710 were to be hired subject to future testing, and almost 4,000 were scheduled for additional interviews. Nearly 250 business firms cooperated along with federal and state agencies. Salaries offered ranged from \$4,500 to \$18,700. The Boston Globe handled all publicity and printing needs connected with the program.



work on August 5. Here are some guidelines it set down as a result of meeting as a body at least once a week and in meetings held with other organizations:

1—Each post should have a Jobs For Veterans Committee possibly headed by the post service officer.

2—Conduct effective newspaper, television and radio publicity programs.

3—Arrange for speakers to explain the "Job for Veterans" programs before business, trade, labor, service and fraternal organizations.

4—Invite veterans to meetings at which their rights and benefits will be explained by the post service officer, and local veterans employment representative of the U.S. Department of Labor.

5—Enlist support and participation of city government and arrange with the mayor to: a). Send a letter to each returning Vietnam period veteran expressing the appreciation of the city for his or her military service. b). Send a personal letter to all Duluth employers requesting them to cooperate with The American Legion. c). Arrange with the city public utilities department to enclose a brief explanation of the "Jobs for Veterans" program in one or more issues of the monthly utilities statements.

6—Arrange with the local electric power and telephone companies to enclose a brief explanation of the "Jobs for Veterans" program in one issue of the monthly statements.

7—Request the State Employment Service to periodically compile resumes of a number of Vietnam period veterans to appear on "Qualified Applicant" lists which are mailed to all local employers.

8—Periodically conduct joint meet-

ings of representatives of the local Legion posts; key employers; Chamber of Commerce; National Alliance of Business Men; government officials; service organizations; business clubs, city, county, state and federal civil service; state and federal apprenticeship representatives; labor organizations; vocational school counselors; civic leaders; news media; Red Cross and other private organizations.

9—Request the President, governors and mayors to proclaim a "Hire the Veteran" week or month.

10—Contact personnel directors of various industries, businesses, government agencies and private organizations and advise them of the "Jobs for Veterans" programs.

11—A citywide steering committee should meet at least once a month.

12—Make an award to the employer with the best rate of employing veterans. This could be based on percentage of total employment.

13—Provide letters of introduction from the Legion to employers.

14—Work in cooperation with the American Red Cross, using its roster of returning veterans, as well as that of the state employment service, to contact the veterans.

15—Provide lapel buttons, window posters and bumper stickers for employers who hire veterans.

16—A booth should be set up by the Legion at public events to acquaint the public with the "Jobs for Veterans" program.

17—Personal contact by members of Legion posts with veterans is a vital part of the "Jobs for Veterans" program.



Post 11, Bridgeport, Conn., completed a large-scale renovation of its post home: new facade, basically of aluminum siding, paneling, lighting, painting, flooring, and new doors. The Bridgeport post has occupied the present home since 1920.

18—Emphasis should be given to making the veterans aware of all benefits to which they are entitled under federal and state laws.

19—Establish one office to coordinate the work of helping veterans.

20—Set up a training program for post service and employment officers conducted by the county veterans service officer, the state department of veterans affairs and state employment service veterans representatives.

21—Compile a list of employers who will hire veterans.

22—Publish information on the "Jobs for Veterans" program in post publications continually.

23—Contact federal agencies which hire civilians such as air bases and post offices.

24—Don't promise the veteran that The American Legion can secure a job for him but only that it will help him to get one.

25—Make the community aware of the "Jobs for Veterans" program through continuing efforts, using the news media, bill boards, a speakers bureau, and person-to-person contact with veterans and employers. Make "Jobs for Veterans" a by-word not to be forgotten.

26—Work with the AFL-CIO Community Services counseling program.

For further information on "Jobs For Veterans" which you may have missed in earlier issues, please see page 36 in August and page 32 in October News of the Legion.

Youth-Police Training Course

Ten outstanding senior high students, chosen by The American Legion, **Dep't of Maryland**, on the basis of their scholastic achievements, lived and studied in the Maryland State Police Academy as regular State Police Recruits for one week. The boys had expressed a desire



Ready for a three-hour cruise on the Belle of Louisville down the Ohio River from Cox Park to the Portland Canal locks at the Falls of the Ohio are 51 adventurers from S.A.L. Sqdn, Jr. Auxiliary, Legionnaires and Auxiliaries of Post 113, Elizabethtown, Ky. The travelers were accompanied by Dep't Cmdr John W. Adams, Jr.

eventually to become State Troopers. The American Legion reimbursed the State Police for all expenses.

Among the subjects taught were criminal law, public speaking, radar, narcotics investigation, motor vehicle law, military courtesy, first aid, firearms, discipline, and the causes of crime and delinquency. A total of 50 hours was spent in these studies.

It was the first such effort by the Maryland State Police to get the views of today's youth through the close association in the Maryland State Police Academy. The mutual objective of the Maryland State Police and the Legion is to pro-



Legion/Police cooperation in Maryland

mote good will by youth-police fellowship.

In the photo, Col. Thomas Smith (left), Supt., MSP, greets nine of the boys and their chief of training, Lt. Charles Andrew.

Ray Murphy, 83, of Iowa, Legion Past National Commander, Dies



Ray Murphy glimpsed at the 1957 Legion National Convention at Atlantic City.

Ray Murphy, of Iowa, Past Nat'l Cmdr of The American Legion (1935-36), died in retirement at Saratoga, Calif., on Oct. 13. He was 83.

At the Legion's 17th Nat'l Convention in 1935 in St. Louis, Murphy, then of Ida Grove, Iowa, was elected National Commander. He was born in 1887 in Dubuque County, Iowa. His full name was James Raymond Murphy.

At the University of Iowa he was president of his junior class, and upon his graduation in 1912 was awarded the Max Mayer trophy for excellence in both scholarship and athletics. The award was the same as that now known as the Big Ten trophy.

He was admitted to the bar, practiced in Metolius, Ore., for nine months, then returned to Ida Grove. In 1903, while in high school, Murphy had joined the Nat'l Guard. He rose to a captaincy, resigned it following his election in 1916 as Ida County attorney. But in June 1916, with trouble brewing on the Mexican border, he rejoined the Nat'l Guard as a private. On the border he was made a second lieutenant, then a first lieutenant.

His Guard unit went back to active duty in the Army on April 1, 1917, five days before America entered WW1. In July 1917 he married a home town girl, Edith Northrop. In the 34th Division he was promoted to captain, commanding the Machine Gun Company of the 133rd Infantry. He went overseas, was transferred to the 28th Division, came back to the States and was discharged on May 2, 1919—his birthday.

In 1923 Republican Gov. Nate Kendall appointed Murphy, a Democrat, chairman of the State Board of Parole. He served as City Attorney of Ida Grove for ten years before becoming the Legion chief.

In March 1934, Gov. Clyde L. Herring made him chairman of the Iowa Board of Assessment and Review, to set up the State's then new three-point tax system. In July 1935, Governor Herring appointed Murphy to a four-year term as State Insurance Commissioner. He was granted a year's leave of absence to serve as the Legion's Commander.

In 1938 Murphy went with the Assoc. of Casualty & Surety Companies as assistant General Manager and six years later was named General Counsel. He retired in 1958.

Murphy was an organizer and charter member of his Ida Grove Post 61, its first service officer, post cmdr. Dep't Cmdr (1925), and twice Dep't Legislative Chairman. He aided in putting over the Iowa law which provided for a \$22 million WW1 veterans' bonus and a \$1,800,000 disability fund, and was the author of the Iowa uniform veterans and graves registration acts.

In 1922 he was chairman of the Legion's Nat'l Athletic Commission, a member of the Nat'l Policies Commission, and a member of many Nat'l convention Committees. He was Iowa's Nat'l

Executive Committeeman (1929-33), a member of the Nat'l Legislative Commission (1933-34), and chairman in 1933, and was Nat'l Americanism Commission chairman in 1934.

When the U.S. became involved in WW2, Murphy was made director of the Legion's Citizens Defense Training Program set up by Nat'l Cmdr Lynn U. Stambaugh. His goal was 1,253,645 air raid wardens.

Most recently, Murphy served on the Legion's special Task Force for the Future on its 50th Anniversary in 1969.

Bob McCurdy Dies

Robert Mansfield McCurdy, of Pasadena, Calif., for 23 years chairman of The American Legion's National Rehabilitation Commission and one of the co-authors of the WW2 GI Bill of Rights, died of a heart attack in Pasadena on September 22. Born in Wanahtah, a suburb of La Porte, Ind., he was 74.

As everyone who knew him knew, McCurdy was bent double by a disability incurred in WW1 which, for 50 years, required him to walk with his spine approximately parallel to the ground. And as everyone who knew him also knew, Bob McCurdy was one of America's least handicapped men. Having sent men to battle as an infantry captain in WW1, and having shared military hospital wards with WW1 battle wounded, and being himself indomitable, McCurdy devoted much of his life and much of his enormous energy to the cause of disabled veterans through the medium of the Legion.

He started by being a co-founder of Post 93, of La Porte, as soon as he was discharged from WW1 medical care. Later, he moved to Pasadena and served as Adjutant and Post Service Officer of Post 13 from 1924 to 1931. For the past 50 years, seldom free from pain himself, he was reckoned as a force in American Legion and veterans affairs in California and nationally, and especially a force for the care of the disabled. In the years since WW2, he was affectionately known to Legionnaires in every state as "Mr. Rehabilitation," a period in which he occupied the chairmanship of the Legion's national Rehabilitation Commission longer than any other man.

In 1967 he resigned that position, which had become his almost by habit and common consent, when President Johnson asked him to head up a special Presidential Veterans Advisory Commission and also appointed him to the United States-Philippine Joint Commission on war claims.

McCurdy was politically astute, gifted in powers of persuasion, and physically tireless. In testimony year after year to

Congressional veterans affairs committees he enjoyed the respect, trust and confidence of the legislators as few men have. His total activities appalled many who at first sight were tempted to pity him for his physical condition. For 15 years he was assistant city manager of Pasadena, and for 15 years before that he was manager of its civic auditorium. He was president of the association that annually puts on the Tournament of Roses and the Rose Bowl football game. He was a member of the Los Angeles County Parks and Recreation Commission (chairman in 1968) whose McCurdy Nature Center in Eaton Canyon is named for him. He served as the only nonpharmacist on the California State Pharmaceutical Commission. As a Pasadena



Bob McCurdy

Elk he was a prime mover in creating the Pasadena Elks' Cerebral Palsy Center. He was a director of the Boy Scouts of America and a member of the Advisory Board of the Salvation Army. In 1938 he was foreman of the Los Angeles County Grand Jury.

Before his service on the Mexican Border and in WW1, McCurdy was literally a fighter. A native of Indiana and an agile, six-foot-two athlete, he had to give up a basketball scholarship to the University of Chicago when it was discovered that he had lost his amateur standing by boxing at the Illinois Athletic Club every Friday for \$100. He enlisted in the Army and went to the Mexican Border in 1916.

When his body was misshapen by disability in WW1, he remained a fighter. It was at McCurdy's prodding that the Legion special committee that drafted the WW2 GI Bill of Rights included guaranteed mortgage loans so that newly discharged veterans could procure homes, and every veteran who has since secured a GI home loan is indebted to him.

McCurdy always said he lost that one, as he wanted a federal program similar to California's, in which the loans were made from public funds at preferred interest rates, and recycled to more veterans as they were paid back. "But you

win a few and you lose a few, and the vets got homes, so what the hell?" he often said afterward.

For many years after WW2, a significant minority in the Legion vigorously sought a \$100-a-month pension for every veteran on reaching age 65. McCurdy was one of many who were opposed to it unless the veteran needed the pension. Pensions based solely on age had gone to Spanish War veterans, who were far fewer in numbers.

With so many millions of living veterans after WW1 and WW2, the cost of a pension based solely on age would be too large, he said. It would take funds from needy veterans and from the VA hospitals, and keep down the amount of compensation that Congress might give the war-disabled. For many years, at Legion national conventions, the last man to speak on the pension question would be Chairman McCurdy. His opponents quickly forgot his disability and regarded him instead as an unbeatable foe. "Comrades," he would say, lifting his head above his bent back and peering out at the delegates, "What are you doing? You're voting a pension for me! Why, comrades, I don't need a pension. Let's ask Congress to give what it can afford to the comrades who need it, not to the comrades who don't. There are plenty who need it."

For several years running, the pension question went to a rollcall, and McCurdy never lost a rollcall.

His wife, Zella, went with him on his frequent travels on Legion business and had her hands full getting him to rest enough. Endlessly sociable, he would receive friends at his hotel room at any hour of the day or night.

McCurdy suffered a heart attack earlier this year that put him in Los Angeles' Wadsworth VA hospital, but he had returned home when he suffered his fatal attack.

R. B. P.

Other deaths:

Stafford King, 76, of St. Paul, Minn., a Legion Founder, Past Nat'l Vice Cmdr (1926-27), and Past Dep't Cmdr (1928-29).

Remster A. Bingham, 78, of Lafayette, Ind., the Legion's Nat'l Judge Advocate from 1931-34.

Maurice T. ("Spider") Webb, 44, of Newnan, Ga., on Sept. 20; he was Director of the Nat'l Americanism Division, 1963-70; Dep't Adjutant, Georgia (1958-60); Georgia Alternate Nat'l Executive Committeeman (1962-63).

Pedro N. Haidar, of Puerto Rico, Past Dep't Cmdr (1959-60).

Earl R. Sarles, of Hillsboro, No. Dak., Past Dep't Cmdr (1926-27); he was named Adjutant General of North Dakota under Governor Langer in 1933 and served in that capacity under three governors.

Thomas Kouri, 46, of Detroit, Mich., Dep't Adjutant since July 1961.

Tony Soza, of Phoenix, Ariz., Past Dep't Cmdr (1968-69).

Conway E. Yockey, of Topeka, Kans., former Alternate Nat'l Executive Committeeman (1952-54).

F. Rollin McCardell, of Williamsport, Md., Past Dep't Cmdr (1961-62).

Charles J. Rodgers, 74, of Billings, Mont., Past Dep't Cmdr (1946-47).

Leslie A. Miller, of Cheyenne, Wyo., former governor of Wyoming, who attended The American Legion's St. Louis Caucus.

PEOPLE IN THE NEWS

Frank X. Kelly, of Washington, D.C., assistant nat'l public relations director for The American Legion, honored at a Nat'l Public Relations Commission luncheon during the recent Legion Convention in Portland, Ore. C. D. DeLoach, chairman, and James C. Watkins, director of the Commission, presented Kelly with a plaque and a check in appreciation of his 25 years of service to the Legion. He was 65 on Nov. 30. Kelly retires this year but will be retained as a public relations consultant.

James S. Whitfield, Executive Director, Nat'l Hq., The American Legion, honored by Phi Sigma Epsilon Nat'l Fraternity, which dedicated the September issue of its magazine, *Triangulum*, to him. Jim stepped down as Nat'l President of the fraternity after 12 years (three terms), during which it grew from 27 chapters to 60.

Charles L. Bacon, of Kansas City, Mo., one of 11 men elected to the 1970 Missouri Academy of Squires; he was cited for serving as Missouri's only Nat'l Commander of the Legion (1961-62) and for long and active service with Red Cross, veterans organizations, college administration, etc.

NEW POSTS

The American Legion has recently chartered the following new posts:

Matthew Leonard Post 320, Birmingham, **Ala.**; East Maricopa County Post 83, Mesa, **Ariz.**; Pembroke Pines Memorial Post 247, Pembroke Pines, **Fla.**

LaFayette Post 87, LaFayette, Ga.: Ochlocknee Post 265, Ochlocknee, Ga.: Duffey-Lee Post 373, Monroe, La.: Burpley Parker Post 546, Rayville, La.: James H. McClain Post 178, Lansing, Mich.: Henry B. Williams, Jr. Post 117, Jackson, Miss.: Mountain View Memorial Post 621, Mountain View, Mo.: Frank Schinck Post 177, Meadow Grove, Neb.: Blackfox-Hartness Post 135, Tahlequah, Okla.: Rock Island Post 179, Rock Island, Okla.: Tawakoni Post 517, Quinlan, Tex.: Guillory Post 616, Orange, Tex.

American Legion Life Insurance Month Ending September 30, 1970

Benefits paid Jan. 1-Sept. 30, 1970	\$ 1,254,217
Benefits paid since April 1958	9,402,472
Basic Units in force (number)	176,341
New Applications approved since Jan. 1, 1970	7,861
New Applications rejected	1,813

American Legion Life Insurance is an official program of The American Legion, adopted by the National Executive Committee, 1958. It is decreasing term insurance, issued on application to paid-up members of The American Legion subject to approval based on health and employment statement. Death benefits range from \$11,500 (full unit up through age 29) in decreasing steps with age to termination of insurance at end of year in which 75th birthday occurs. Quoted benefit includes 15% "bonus" in excess of contract amount. For calendar year 1970 the 15% "across the board" increase in benefits will continue to all participants in the group insurance plan. Available in half and full units at a flat rate of \$12 or \$24 a year on a calendar year basis, pro-rated during the first year at \$1 or \$2 a month for insurance approved after January 1. Underwritten by two commercial life insurance companies. American Legion Insurance Trust Fund is managed by trustee operating under the laws of Missouri. No other insurance may use the full words "American Legion." Administered by The American Legion Insurance Department, P.O. Box 5609, Chicago, Illinois 60680, to which write for more details.

COMRADES IN DISTRESS

Readers who can help these veterans are urged to do so. Usually a statement is needed in support of a VA claim.

Notices are run only at the request of American Legion Service Officers representing claimants, using Search For Witness Forms available only from State Legion Service Officers.

139th Bn, 3013th Co (OBAMB, Neuilly, France 1945)—Need information from Captain Jackson, T/Sgt Rybarzyk, Gillotti, Decker, Cesleski, Coe, Hillman and any other comrades who knew of Joseph F. Reilly being taken by stretcher to Aid Station, suffering paralysis and double vision. Write "CD 55, American Legion Magazine, 1345 Ave. of the Americas, New York, N.Y. 10019"

42nd Div, 232nd Regt (Camp Hood, Texas, Oct. 1944; ETO Jan.-May 1945, Wiminau Fr, Wurzburg, Munich, Repitswiese-Gamshien)—Need information from any comrades who knew that Ernest Comeaux Hayward hurt his back in jeep accident in Camp Hood, re-injured in Rosenheim Austein, hit by enemy fire (stomach, knee), Wiminau Fr., Siegfried Line, Munich. Examined by Sgt Cohen (Medic Co I, 232nd). Head hit examined by Sgt Madden (Co M, Medic, Wurzburg). Examined by German doctor in German hospital (Munich; Sgt LeBrad, Co I, interpreted "back injury"). Sgts Branco (Co M) and Slimmon witnessed. Doctor in Worgle (Austria) diagnosed "arthritis, crooked spine, nervous disorder." Write "CD 56, American Legion Magazine, 1345 Ave. of the Americas, New York, N.Y. 10019"

USS McDermott & at Long Beach, San Diego & Mare Island Navy Yards (Feb. 1951-Feb. 1952)—Need information from Meraldo, corpsmen and doctors who recall that Joe B. Valdez suffered from stomach trouble and severe nervous condition. Write "CD 57, American Legion Magazine, 1345 Ave. of the Americas, New York, N.Y. 10019"

292nd Field Art'y Service Co, 104th Inf (St. Lo, France 1944)—Need information from Sgt Haddley, Rains, Lewis, Corp Norton and other comrades who knew of William A. Coyle injuring his legs and back in truck accident. He was hospitalized in 203rd Gen Hosp, Paris. Write "CD 59, American Legion Magazine, 1345 Ave. of the Americas, New York, N.Y. 10019"

Navy Armed Guard Gun Crew, Pacific (WW2): SS George H. Thomas (9-19-42/12-8-42), SS Gulf Star (12-14-42/7-25-43), SS Stephen M. White (10-18-43/9-27-44), SS Cape Cleare (11-22-44/9-4-45), SS Young America (11-8-45/12-28-45)—Need information from any comrade who recalls that Robert Edward Lee Moshell (known by nickname of "Robert E. Lee") had trouble with both knees, a stomach condition, fungus or dermatitis all over the body, prostate and eye trouble. Write "CD60, American Legion Magazine, 1345 Ave. of the Americas, New York, N.Y. 10019"

79th Eng (Luzon Isl, Aug. 13, 1945)—Need information from Henry Frederick Staggs and other comrades who recall that John B. Doyle suffered a back injury when thrown from a jeep which hit another vehicle. Write "CD61, American Legion Magazine, 1345 Ave. of the Americas, New York, N.Y. 10019"

781st Tank Bn, Co A (Fort Knox, Ky., July-Dec. 1944)—Need information from Captain Peltier and other comrades who recall that Aurelie P. Bernard, Jr., suffered itching and impaired hearing in both ears. Write "CD 62, American Legion Magazine, 1345 Ave. of the Americas, New York, N.Y. 10019"

OUTFIT REUNIONS

Reunion will be held in month indicated. For particulars write person whose address is given.

Notices accepted on official forms only. For form send stamped, addressed return envelope to O. R. Form, American Legion Magazine, 1345 Avenue of the Americas, New York, N.Y. 10019. Notices should be received at least five months before scheduled reunion. No written letter necessary to get form.

Earliest submission favored when volume of requests is too great to print all.

ARMY

3rd Arm'd Div—(July) Paul W. Corrigan, 38 Exchange St., Lynn, Mass. 01901

7th Div (WW1)—(May) H. H. Young, 82-D Troy Dr., Springfield, N.J. 07081

17th Field Art'y Bn, Bat C—(July) Frank Fontanesi, 311 Locust St., Jeannette, Pa. 15801

18th Eng Rwy—(Jan) Alan F. Williams, 1540 Avonrea Rd., San Marino, Calif. 91108

20th Eng, 6th Bn (WW1)—(Feb.) H. F. Gustafson, 3427 Ave. C., Council Bluffs, Iowa 51501

23rd Eng Regt (WW1)—(May) Russ Benner, 4504 N.W. 46th St., Fort Lauderdale, Fla. 33313

28th Div (AEF)—(June) George Styer, 202 Ash St., Danville, Pa. 17821

33rd Div—(June) Howard Busch, 6418 S. Kedvale Ave., Chicago, Ill. 60629

34th & 409th Ord MM Co—(July) Mearl Le Mal, 2 John St., Apt. 3, Westminster, Md. 21157

73rd Field Art'y Bn, HQ—(June) Rudolph Merick, Box 202, R.D. 2, Jeannette, Pa. 15644

94th CAAA, Bat A—(May) Walter Schwider, 141 Fernwood Dr., Naperville, Ill. 60540

104th Inf Regt—(Apr.) Roger Hemond, 97 Pondview Dr., Chicopee, Mass. 01020

106th Cav—(June) Raymond McGee, 107 W. Franklin St., Urbana, Ill. 61801

125th Field Art'y—(Feb.) Mel Monsaas, 215 W. Toledo St., Duluth, Minn. 55811

130th Field Art'y Bat B—(Feb.) Howard Bishop, 1530 Chalcedony, Apt. T, San Diego, Calif. 92104

132nd Field Art'y Bn, Bat C—(June) Amil Kohutek, 2404 Lincoln St., Irving, Tex. 75060

135th AAA Gun Bn—(May) George Nice, 24 N. Sproul Rd., Broomall, Pa. 19008

151st Inf, Co D—(June) Virgil Adkins, R.R. 1, Arlington, Ind. 46104

187th Para Glider Inf, Co E—(Feb.) Pat Kenny, 213 Myrtle St., Myrtle Beach, S.C. 29577

258th Eng Combat Bn—(Apr.) Philip Gallagher, 127 Evergreen St., Mount Holly, N.J. 08060

308th Inf—(May) Lionel Bendheim, 200 Cabrini Blvd., New York, N.Y. 10033

310th Inf, Co M (Camp Dix 1917-18)—(May) John Cook, 24 West Side Ave., Haverstraw, N.Y. 10927

314th Inf (WW2)—(July) Philip Slack, 2834 Nightingale Rd., Philadelphia, Pa. 19154

316th Inf, Co E—(June) Paul Flinchbaugh, 820 S. Pine St., York, Pa. 17403

343rd Inf, Co A (WW2)—(July) Paul Temborius, 2016 Ave. H, Fort Madison, Iowa 52625

353rd Inf, Co L (WW2)—(July) Homer McAlister, Rt. 1, Box 340, Durant, Okla. 74701

448th AAA Aw Bn (WW2)—(June) Ike Kendall, Box 1, Richvalley, Ind. 46973

478th AAA Aw Bn—(July) Joseph Morell, 518 Center St., Rochester, Pa. 15074

512th MP Bn—(June) George Mustin, 642 Semmes St., Memphis, Tenn. 38111

643rd Military Intel Det—(Feb.) Philip Freund, 5342 N. Lydell Ave., Milwaukee, Wis. 53217

695th APU—(June) Rolland Jones, 109 S. Summit St., Flandreau, S.Dak. 57028

732nd ROB—(July) Ralph Rogers, 6306 Sheldbourne St., Philadelphia, Pa. 19111

753rd Rwy Shop Bn—(June) Ray Tittle, Rt. 1, Huron, Ohio 44839

860th Aviation Eng Bn, Cos H&S (WW2, Cos A,B,C welcome)—(June) Paul Dempsey, 2801 —7th St., East Moline, Ill. 61244

2195 QM Truck Co (ETO 1943-45)—(July) Jess Jamison, 106 Palmer St., Franklin, N.C. 28734

Jefferson Barracks Post Hosp (St. Louis, Mo., WW1)—(July) Edwin Miller, 4728 W. Broadway, Muskogee, Okla. 74401

Mississippi Ord Plant, 2nd Bn, Co M—(May) Joseph Breitenbach, 917 Hamilton St., Carlisle, Pa. 17013

Tuscania Survivors—(Feb.) Edward Lauer, Sr., 8035 Stickney Ave., Wauwatosa, Wis. 53213

NAVY

1st Marine Raider Bn—(Feb.) Ben Howland, Box 980, Washington, D.C. 20044

3rd Marine Div—(July) Joseph Kyllonen, 1533 Glenwood Ave., Minneapolis, Minn. 55405

5th Marine Regt, 2nd Bn, Co D (Korea 1952)—(June) Louis Landreneau, Rt. 1 Box 195, Mamou, La. 70554

28th Marines, Suribachi Survivors—(Feb.) Keith Rasmussen, 13 Petticoat Ln., Walnut Creek, Cal. 94596

58th Seabees—(July) William Penney, 15 Putnam St., Revere, Mass. 02151

501 Seabees MU—(June) Raymond Heinonen, 3818 Regent Ave. N., Robbinsdale, Minn. 55405

League of Naval Destroyermen—(July) Lg-NavDes, Drawer M, South Windsor, Ct. 06074

LST 999 (WW2)—(June) Nick Pratt, 2379 Wynona Dr., Marietta, Ga. 30060

Patrol Sqdn VP871—(Feb.) J. H. Berreth, 316 Pomona, El Cerrito, Calif. 94530

USS Bairoko, VS23, VS25 (Far East Cruise 1950-51)—(June) Dewitt Bond, Box 52, Warsaw, Ohio 43844

USS Cascade (AD16, 1951-55)—(July) Bob Croghan, 2343 Hampton, St. Louis, Mo. 63139

USS Chicago (WW1)—(Apr.) John Lancaster, 331 Greenwood Ave., Jenkintown, Pa. 19046

USS Dixie (AD14)—(June) W. B. Pogue, Burnet, Tex. 78611

USS Fort Mandan (LSD21, 1951-56)—(June) Peter Camacci, 530 N. 66th St., Harrisburg, Pa. 17111

USS Harry Lee (APA10)—(Dec.) Mike Kutlowski, P.O. Box 142, Hampton, N.H. 03842

USS Herndon (DD638)—(May) Angus Schmelz, 35 Henry St., Succasunna, N.J. 07876

USS Lawrence C. Taylor (DE415)—(May) Donald Burge, P.O. Box 324, King, N.C. 28118

USS Lexington (CV2)—(June) Walter Reed, 5410 Broadway, Oakland, Calif. 94618

USS Los Angeles (CA135, 1951-52)—(May) Amos Andres, 642 W. 5th, Dickinson, N.Dak. 58601

USS Marblehead (CL12, B Div 1942-45)—(Mar.) Art Warrington, Box 281, Mamaroneck, N.Y. 10644

USS Neal A. Scott (DE769, 1944-46)—(Apr.) Edward Watson, P.O. Box 2, Seaside Park, N.J. 08752

USS Philadelphia (CL41)—(July) Frank Amoroson, 93 Dunbar St., Somerset, N.J. 08873

USS Puller (YO56)—(July) Blundy Smith, 193 Talladega Trail, Pensacola, Fla. 32506

USS Reid (DD369)—(July) USS Reid Reunion Committee, P.O. Box 369, Milwaukee, Wis. 53201

USS Tuscaloosa (CA37) & USS Wichita (CA45)—(July) Bernard Wolters, 510 Elizabeth, Kansas City, Kans. 66101

USS Vance (DE387)—(June) Harry Hess, Jr., Box 28, Stillwater, N.J. 07875

USS Washington (BB56)—(July) John Brown, Box 27035, Columbus, Ohio 43227

USS West Point (AP23)—(June) John Daniel, 519 E. Nettleton, Independence, Mo. 64050

AIR

1st Day Bomb Gp (Kelly Field, Texas 1921)—(Jan.) O. A. Anderson, Rt. 1, Box 17A, Harlingen, Tex. 78550

20th Aero Sqdn (1917-19)—(June) George Weis, 1210 Woodview Dr., Hubertus, Wis. 53033

33rd Serv Gp & 56th Ftr Gp—(June) Leo Lester, 408 Advel Ct., Kewanee, Ill. 61443

71st Ftr Wng, HQ—(July) E. W. Sprague, 12199 Benadir Rd., Cincinnati, Ohio 45246

325th Ftr Gp (WW2)—(June) John Evans, 2809 N. Harrison St., Wilmington, Del. 19802

463rd, 516th Tp Carrier Wng HQ Sqdn (Korea)—(June) Donald Groves, P.O. Box 834, Marshalltown, Iowa 50158

557th Bomb Sqdn—(June) Robert Sarason, 150 E. 39th St., New York, N.Y. 10016

908th QM (Harlingen AB)—(May) Roy Thomas, 202 Church Dr., Pine Bluff, Ark. 71601

LIFE MEMBERSHIPS

The award of a life membership to a Legionnaire by his Post is a testimonial by those who know him best that he has served The American Legion well.

Below are listed some of the previously unpublished life membership Post awards that have been reported to the editors. They are arranged by States or Departments.

James N. Gilson and George Gray and Lee R. Hamilton and O. Albin Johnson and William J. Kemp (all 1970), Post 12, Norwalk, Conn.

Frederick Buttler and Adam Litke and Carl Nilson (all 1969), Post 33, Plainville, Conn.

Paul E. Schumacher, Sr. (1970), Post 50, Ansonia, Conn.

Matthew P. Salva (1970), Post 154, Enfield, Conn.

West A. Hamilton and James B. Lomaek (both 1970), Post 26, Washington, D.C.

M. Eugene Farris (1970), Post 38, Chicago, Ill.

Boyd Hodgen and G. B. Janssen and Arthur Johnston and Clyde A. Knous and James McMullin (all 1969), Post 198, Petersburg, Ill.

Sanford E. Deal and Timothy E. Sullivan (both 1970), Post 327, De Pue, Ill.

Jess Blunk and Clifford Bump and Leo Clayberg and Charles Day and Ross Jones (all 1969), Post 533, Cuba, Ill.

William Barnhart (1970), Post 568, Gibson City, Ill.

Guy M. Miceli (1970), Post 597, Chicago, Ill.

Arnold Duensing and Clarence J. Ebel and Luri Grubbs and Edward F. Janak and George R. Janak (all 1970), Post 670, Algonquin, Ill.

August Gerlach and Julius Henze and Edward C. Knop (all 1969), Post 1096, Campbell Hill, Ill.

Joseph Merth (1970), Post 1156, Calumet Park, Ill.

Audrid Fleenor (1968) and **Harold Dunn and William O. Grimes and Thomas Hardwick** (all 1969), Post 58, Greencastle, Ind.

Robert Hull (1965) and **Chester Reid and Edith Reid** (both 1966) and **Charles Johnson** (1967), Post 260, Portage, Ind.

Ben Finnell and Harry Harlemert and David H. Hughes and Golden G. Hull (all 1970), Post 267, Osgood, Ind.

Floyd Ward (1970), Post 298, Hymera, Ind.

Roland Clemens (1970), Post 359, Richmond, Ind.

Rupert Hamblin and Harry G. Witmer (both 1966) and **Byron K. Doyle** (1970), Post 368, Van Buren, Ind.

Peter F. Hansen and William C. Schrum (both 1970), Post 22, Manning, Iowa.

Henry Kelting and William Kinzenbaw and Gordon W. Knipple and Ernest L. Lindenmeyer and Charles E. Lindsay (all 1968), Post 76, Marengo, Iowa.

Arthur M. Barth and Gilbert Bednar and George J. Boom and Martin Fredrickson (all 1970), Post 110, Manly, Iowa.

Clifford R. Baker and Harlan Benson and Wilbur C. Corcoran and Ernest Dengler and Howard Dickson (all 1970), Post 335, Dysart, Iowa.

R. M. Burks (1970), Post 9, Owensboro, Ky.

John Abrams (1958) and **G. C. Owen and John Parker** (both 1966), Post 14, Middlesboro, Ky.

Jule Hageman and B. C. Lee (both 1970), Post 20, Elsmere, Ky.

Louis Hauck and Frank J. Hubbuck (both 1969) and **John P. Ryan** (1970), Post 201, Louisville, Ky.

Sidney H. Schwartz (1970), Post 35, South Portland, Maine.

Warren F. Lawrence (1970), Post 158, Lisbon, Maine.

Thomas W. Simons (1970), Post 186, Clinton, Maine.

Albert Leo Grove and Edwin M. Thompson (both 1966) and **Woodrow W. Sears** (1967) and **Robert Argum and George W. Finn** (both 1968), Post 66, Bowie, Md.

Mark R. Plasaj and Howard Price (both 1970), Post 180, Rosedale, Md.

Alfred Bonaccorsi and William F. Brophy and Vincent Corso and Frank C. Principe (all 1965) and **Rev. John M. Quirk** (1969), Post 56, Boston, Mass.

Charles L. Wade and Raymond F. Wray (both 1969), and **Edgar G. Foster, Jr.** (1970), Post 89, Stoughton, Mass.

Frank Cavarretta and George W. Parsons, Jr. (both 1970), Post 115, Stoneham, Mass.

Leon B. Farley and Joseph G. Gavin and John L. MacNeil and Sturgis G. Rice (all 1970), Post 281, Boston, Mass.

Harry E. Dow (1970), Post 310, Rutland, Mass.

Albert W. Cox (1965) and **Asa E. Robey and James J. Walker** (both 1966) and **Joseph L. P. Ducharme** (1967) and **Richard C. Lagasse** (1968), Post 437, Westford, Mass.

Henry A. Cole (1965) and **Adrian H. Cole and**

Wayne J. Hatadis (both 1970), Post 208, Grand Rapids, Mich.

Lorenzo G. Reasoner (1969), Post 238, Holt, Mich.

Ernest F. Oberbeck and Whitney A. Smart (both 1969), Post 253, Royal Oak, Mich.

Frank S. Tyler (1970), Post 291, Detroit, Mich.

Rev. William D. Curtis (1970), Post 56, Albert Lea, Minn.

Ben A. Gimmesstad and R. M. Saltness (both 1970), Post 177, Dawson, Minn.

Andrew Fedor and Vernon Shabel (both 1970), Post 211, Holdingford, Minn.

George R. Arfsten (1970), Post 231, Minneapolis, Minn.

Arthur V. Munson and Nathan L. Nelson (both 1970), Post 435, Minneapolis, Minn.

Charles F. Booher (1969) and **John R. Hamm and Charles V. McCalla and William R. Miller** (all 1970), Post 315, Burlington Junction, Mo.

Clement Marin and Joseph C. Mueh (both 1970), Post 525, St. Louis, Mo.

Curtis J. Sikyta (1970), Post 129, Ashland, Nebr.

Columbus Christopher and Joseph A. Jackson and Joseph M. Olivier (all 1969), Post 17, Groveton, N.H.

Robert Lewis and George Mc. Bain (both 1970), Post 22, Lebanon, N.H.

Ralph C. Fisher and Frederick A. Potter (both 1970), Post 13, Haworth, N.J.

Joseph B. Flach (1952) and **Albert S. Baldwin and Harry Bassi and Joseph B. Bertrand and William F. Caffrey** (all 1969), Post 43, Florham Park, N.J.

Albert C. Fox and Paul Hammig and Rafaele Roccuzzo (all 1970), Post 97, Wood-Ridge, N.J.

O. R. H. Herbe (1968), Post 100, Woodbury, N.J.

William Gilbert Pierson, Sr. (1970), Post 138, Summit, N.J.

James F. Gorman and John J. Revell (both 1970), Post 348, Brick Town, N.J.

J. Herbert Brewer and Robert H. Garton and Leslie Smith (all 1970), Post 452, Mullica Hill, N.J.

Victor L. Anderson and William P. Clancy and Gerald M. Knapp and Frank O. Urban (all 1970), Post 156, City Island, N.Y.

Thomas M. Biviano and Willard W. Shattuck (both 1970), Post 189, Norwich, N.Y.

Scott Clark and Reginald Todd (both 1969), Post 216, Margaretville, N.Y.

Robert D. Piekard and William L. Sachs (both 1970), Post 268, Oswego, N.Y.

Harry Evans and Edwin Gordon and Emanuel Stefanakis (all 1969), Post 272, Rockaway Beach, N.Y.

Stanley L. Jarrett (1970), Post 366, Seneca Falls, N.Y.

Howard P. Allen and Alfred W. Banks and Sylvester Bitowft and Frederick J. Burkard and Arthur F. Carlson (all 1970), Post 391, Brooklyn, N.Y.

John W. Lease (1970), Post 527, Hamburg, N.Y.

Morton L. Stoddard (1970), Post 616, Richfield Springs, N.Y.

Arthur D. Hirt and Wesley W. Magee (both 1970), Post 884, Yonkers, N.Y.

Thomas F. Henrietta (1970), Post 886, Woodside, N.Y.

Reginald R. Bennett and Andrew Hillery and Richard Lorenz and James A. Simpson and Clarence T. Voss (all 1970), Post 950, Phoenixia, N.Y.

Ben Jaller (1970), Post 972, Long Beach, N.Y.

Stanley Drzyzga and Joseph Galuszka and Dr. A. Greenky and John Grzedzicki and Stanley Malezewski (all 1970), Post 1016, Buffalo, N.Y.

Joseph Keppler (1970), Post 1039, Central Islip, N.Y.

John O'Rourke (1969), Post 1044, Sparkill, N.Y.

William Rizzuto (1970), Post 1048, Dobbs Ferry, N.Y.

Diego H. Martorelli (1970), Post 1049, New York, N.Y.

John T. Dollard and Francis P. Guidera and John P. Haig (all 1970), Post 1103, Flushing, N.Y.

Frank A. Becker (1966), Post 1253, Gasport, N.Y.

Sidney Isch (1966) and **Joseph Trierweiler** (1969), Post 1306, Buffalo, N.Y.

Niek Yiannaki (1970), Post 1396, New York, N.Y.

Clarence A. Beck and Claude S. Darrah and Gilbert E. Darrah and Clem Devan (all 1970), Post 1619, Morrisville, N.Y.

Richard Bauer (1970), Post 1825, Menands, N.Y.

Dr. R. J. Bork and J. A. Brown and Mauritz Dahl and A. B. DeGree and Henry Dolman (all 1970), Post 37, Williston, N. Dak.

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Homer Brown (1970), Post 168, Barnesville, Ohio.

Charles Hasselbusch (1970), Post 530, Cincinnati, Ohio.

Irvin H. Smith, Jr. (1970), Post 185, Mount Joy, Pa.

Daniel D. Atkinson (1961) and **Robert W. Lear** (1966) and **George M. Atkinson and Rollin W. Bensinger and Stanley W. Bowers** (all 1968), Post 210, Doylestown, Pa.

Paul J. Durray and Jos. S. Hughes and August G. Stark (all 1969), Post 230, Wilmerding, Pa.

John F. Hennessy (1967) and **Joseph S. Gilum** (1970), Post 241, Philadelphia, Pa.

Pascal S. Looney (1970), Post 243, West Sunbury, Pa.

Edward Gluckson and Merle D. Robertson and George Welfer (all 1970), Post 351, Pittsburgh, Pa.

Clarence Parker and Frank Weinman (both 1969), Post 566, Glenolden, Pa.

Harry F. Kirst and J. O. Lindzey (both 1968) and **Julian Ehrgood and Robert H. Haines, Sr.** (both 1969), Post 579, Moscow, Pa.

William L. Frye (1970), Post 10, Clark Air Base, P. I.

William Fliss and Leo A. McDermott and E. C. McKenzie and H. W. Markey (all 1969), Post 7, Huron, S. Dak.

Edward J. Casey (1942) and **Raymond N. Anair, Sr. and William Farmer and Burton Luce and Robert E. Luce** (all 1969), Post 59, Waterbury, Vt.

Cressy R. Bingham and Harry Clements and Cloyce D. Earl (all 1970), Post 15, Kent, Wash.

Kenneth C. Maurer (1970), Post 116, Golden-dale, Wash.

Walter A. Brzankala and Leo G. Polczynski (both 1970), Post 2, Milwaukee, Wis.

Paul Paulson and George Peterson and Park J. Ross and Clarence H. Seffens and Helmer Vold (all 1970), Post 324, Osseo, Wis.

Ted Cole (1970), Post 445, Cashton, Wis.

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Get Out and Vote!



Post 76, N.J.: Election Day admonition

Post 76, of Princeton, N.J., had a "Get Out and Vote" campaign. Senior Vice Cmdr Maron Charydzak (shown in photo) issued an urgent request to the citizens, reminding them that it is their duty as American citizens to hie themselves to the polls and make their preferences known. He let it be known that the post would furnish transportation for those needing it.

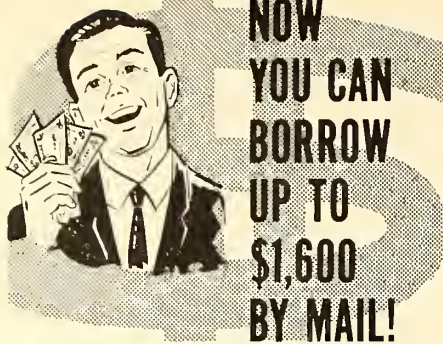
Pollution Detectives

INCREASE the efficiency of your camp fireplace by lining it with heavy aluminum foil, suggests Mrs. Edwika Watkins of Orlando, Fla. Shiny foil won't burn, reflects the heat. Even a small fire will keep your

A cartoon illustration by L. Herzog. On the left, a man wearing a cap, a jacket over a plaid shirt, and trousers walks a large, light-colored dog on a leash. The dog is looking towards the right with a wide, toothy grin. In the center, a tall, slender vase holds a bouquet of flowers. To the right, a woman with short, curly hair, wearing a short-sleeved top and a skirt, stands with her hands on her hips, looking at the man and the dog with a surprised or perhaps indignant expression. The background is a simple interior with a doorway on the left, a framed picture on the wall, and a piece of furniture on the right. The artist's signature 'L. Herzog' is in the bottom right corner.

MUMMIFY your minnows and catch more fish, advises Mary Waite of Toledo, Ohio. Bury them in coarse salt for a few days and they become like leather; fish can't tear

If you have a helpful idea for this feature send it in. If we can use it we'll pay you \$5.00. However, we cannot acknowledge, return, or enter into correspondence concerning contributions. Address: Outdoor Editor, The American Legion Magazine, 1345 Avenue of the Americas, New York, N.Y. 10019.



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THE CASE FOR THE SUPERSONIC TRANSPORT

(Continued from page 8)

as they choose. For our aerospace industry they mean that the bread and butter of millions of Americans must depend more than ever on holding and enlarging the commercial plane market.

But in the commercial field we have been losing ground in the foreign airlines markets even when we get the business. The trouble is that jets that fly slower than sound are beginning to respond to the law of diminishing economic returns for us. Even when we bring out a better subsonic jet, there's less of it that's brand new. More of it can be made abroad by firms that have caught up with the American technology that first developed today's basic models.

What has been happening is that when McDonnell-Douglas gets a contract to provide planes for Canada, Canada stipulates that she'll make the wings and tail. When Lockheed signs an order to supply planes for British airlines, Britain stipulates that she'll install Rolls-Royce engines in them—and so on. In short, there's less work for the U.S. plane-makers even when they get foreign orders.

The same thing applies to replacement parts of existing models, which are a good part of the business. As fast as they can, other industrial countries learn to make their own parts for older model planes that they buy from us.

Even if nobody makes an SST, this will only get worse. If the whole world freezes commercial plane performance at about the level of the present 595 mph Boeing 747, it will only be a matter of time before other countries, with cheaper labor, will provide equivalent planes cheaper for their airlines and ours. All they need is time to catch up with American know-how, if the march of our know-how is willfully arrested.

They are catching up fast. This October a consortium of European nations was reported to be dealing with Britain for trade favors, in return for which they'd stop buying General Electric jet engines in favor of all British engines on their airlines.

They'll not only catch up, but they'll get ahead of us too, if we willfully check our own progress and they don't.

The first pilot model Concorde flew in March 1969. It broke the sound barrier that October. This Oct. 10, a Concorde hit 1,320 mph in level course flight.

The Russian TU-144 made its maiden flight on Dec. 31, 1968. It broke the sound barrier in June 1969 and hit 1,336 mph last May. The Soviets expect the first one to be carrying 120 passengers at a top speed of 1,550 mph in 1972. There's good evidence that Russia is bidding for world markets in a big way.

The 298-passenger, 1,780 mph Bo-

ing exists only in the form of a full-scale mock-up in the huge workrooms of the Boeing Seattle plant. If that's where it stops we will be in the industry-wide position that Henry Ford was in when he stuck to his Model T into the late 1920's after his competitors had passed him by in making good, low-priced cars. Henry had to close shop and start all over, and Ford hasn't regained its one-time lead over General Motors since. When the first Concorde flies an ocean with paying passengers, our new 747 will become a Model T of intercontinental flight.

The catastrophe that awaits us if we



"We might as well go to bed—I've got the place bugged and we can hear a recording tomorrow—"

THE AMERICAN LEGION MAGAZINE

pull a Model T performance in plane-making will go far beyond the total depression of our aircraft industry.

That industry has been pulling more than its weight in holding up our balance of trade with other nations and in checking the disastrous flow of American dollars abroad.

Let's not review the ground we've lost to foreign competition in the auto, the movie, the camera and the huge electronics industries—as well as steel, textiles and many others—both at home and abroad. In 1970, the details read like a funeral dirge.

Plane-making has been perhaps the brightest spot in this whole picture. Consider that if our \$5.6 billion trade in commercial plane sales in 1969 had gone to foreign firms the United States

would have lost another \$11.2 billion in both trade balance and dollar flow—from \$5.6 billion in to \$5.6 billion out. The best present estimates of what we'll lose as a nation in trade balance and outward dollar flow, if the Concorde flies and the Boeing doesn't, run as high as \$50 billion between 1978 and 1990.

Had enough? These are the reasons why those who want the Boeing SST want it, and to say more about why would belabor the point.

We Americans can only live at our living standard if we keep ahead in technology, and constantly offer the rest of the world better products than it can make.

That's what we bet on when we joined the other nations in a series of long-term agreements to do away with protective tariffs. The other nations bet that they could manufacture existing products cheaper than we could. And they can. We bet that we could make what they couldn't. And we can if we will.

WHEN WE could make electronics products that they couldn't, we owned the world electronics market. But given a few years for them to study our products, we could no longer rule the mass electronics market. By 1972, inroads made chiefly by Japan and West Germany will see us with an unfavor-

able balance of trade in electronic products.

The Boeing SST may be late on the scene, compared to the Concorde, but if it moves on schedule it will rule the roost for years. Britain and France built their huge investment in the Concorde around an aluminum technology. They designed it for about the top speed that an aluminum fuselage can endure, due to the heat of air friction.

That speed is about 1,350 mph for safe cruising and up to 1,550 mph for short bursts only, under favorable conditions. The Soviets went the whole limit and gave their TU-144 a capability of 1,550 mph. It will hardly ever do that, because it cannot safely do it for long.

In both cases these foreign planes went right to the limit of the known technology, which is probably why their makers dared challenge the American giant. And of course they worked out all their systems, design and power plants for the speeds they had in mind.

But if we were slower, one reason was that we were developing a titanium technology for fuselages and structure that can stand far greater air-friction heat. We have the technology today. We have used it in two military models. Nobody else has it in such shape as to project mass airplane production on a titanium fuselage base.

Some day it will be copied, if anyone

dares sink all that capital in another attempt to get ahead of us. All of our SST basic research and development has moved ahead with an over-1700 mph plane in mind, and a technological ceiling of above 2,000 mph.

Boeing got the official nod as the chief plane designer and producer.

GE has been developing the powerful engines. Various work and research has been parceled out from time to time to such firms as Aerojet General, Avco, Fairchild Hiller, LTV Aerospace, Northrop, North American Rockwell, Rohr, Garrett, Goodyear, Uniroyal, Bendix, Hamilton Standard, Litton Industries and Sperry. Others will enter the field in time. McDonnell-Douglas ought to be one such, as it rates high in titanium technology.

IF THIS is a formidable array of lobbyists for the SST (and it is) it is also an array of those who employ the bulk of the millions whose livelihood depends on American plane production and sales. The technology they are working on would virtually force the Concorde to start over.

It is interesting to note the objection made to the SST to the effect that the large sums of government money needed to help underwrite the development are needed instead for poverty programs.

(Continued on page 46)



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THE CASE FOR THE SUPERSONIC TRANSPORT

(Continued from page 45)

It is estimated that it will take a little over \$1.6 billion to make and test our prototype Boeing SST. Boeing and GE (the major contractors) would put up about \$300 million between them, the airlines would put up about \$60 million and the government would advance close to \$1.3 billion. Still more will be needed to get full production under way.

About \$1 billion has already been spent, and of course Congress doesn't switch money from plane production to poverty programs. It treats them separately.

More to the point was an article in the Harvard Business Review by the mayor of St. Louis a year or so ago, discussing St. Louis' terrible poverty problems. McDonnell-Douglas, a major St. Louis employer and a major U.S. plane-maker, was held up as a fine example of an industry which restyled its jobs and its production methods in order to employ more unskilled labor in St. Louis. One need only walk among the laid off workers in the many U.S. cities that are hurt by the aerospace cutbacks to get it from them that what hurts aerospace makes poverty grow.

"The SST will make and save full production jobs in the late 1970's and the 1980's," says William Magruder, former test pilot and Lockheed executive who now heads up the Department of Transportation's special SST division. "Our present poverty situation is aggravated because somebody failed to look ahead in the 1950's and 1960's. The SST looks ahead to jobs in the 1980's, and if we'll do more of that in industry today we'll have less poverty then."

The SST is still moving ahead in Seattle and elsewhere today, and employing thousands of workers who'll lose their jobs if Congress turns thumbs down on continued SST development.

The basic SST contracts between Boeing, GE and the government provide that the government will get its development investment back with the sale of the 300th Boeing SST. If 500 are sold—as expected—the government will directly profit \$1.1 billion from its investment. Somebody has guesstimated that employment on the SST, if it goes ahead full steam, will net between \$6 and \$7 billion in income taxes. How they do this arithmetic I don't know, but anyone would agree that the tax revenues from the billions of aerospace income from SST's would be plenty.

One SST will cost an airline about \$52 million at 1978 prices, compared to \$24 million for a Boeing 747 today and

more in 1978. Sale of 500 SST's would involve a gross initial cost of \$26 billion to the airlines.* Overseas routes for 500 in the 1980's have already been projected, which explains how the sponsors hit on the 500 figure.

Since commercial flight began, plane owners have consistently recaptured the cost of a new plane in five to six years.

The role of the airlines is ambiguous. As businesses, they'd rather use and wear out their present equipment than invest immediately in a new generation of passenger planes. If the world's airlines were one cartel, they'd probably quietly agree

\$60 million for Boeing development, which may be credited to future purchases. Twenty-six of them have deposited \$22.4 million as down payments to reserve 122 Boeing SST's when and if they are produced on schedule.

In official expressions, recognizing the facts of life, airline presidents have said they are for the Boeing SST and want to be sure it's a good one.

This about sums up the factual situation that foreign competition makes SST's a dead certainty, and our debate is really about whether we should willfully deprive ourselves of the business. It's the story of the small fighter plane all over again. We didn't prevent little



"Wouldn't you know Frank Mahon would grow old gracefully."

THE AMERICAN LEGION MAGAZINE

among themselves not to use any SST's for a long time, and let the aerospace industry worry about its own problems.

But the facts of life are that our anti-trust laws forbid any such conspiracy here, while the foreign airlines hope to get the transoceanic business with Concorde if they can.

Conceding that a good SST would be the superior competitive plane, our airlines don't dare stay with 747's once BOAC, Air France, *et al.*, or their own American rivals, are offering 1,350 mph flights over the seas. You *can* stick with the Model T, but only if your competitors don't go you one better.

So our overseas airlines are going along on both sides of the SST fence, while worrying chiefly that they haven't yet paid for their 747's. They are reserving Concorde in order to be able to compete as soon as European lines are flying them, and reserving and investing in Boeing's too. Ten airlines have put up

nations from buying combat planes when we refused to sell them, we just sent the business to France.

This does not dispose of various objections dealing with air pollution, noise pollution, and various claimed damaging effects in the upper atmosphere—from destroying the ozone shield to altering the climate.

These objections have a high emotional content, and some of them a fear content. It is extremely difficult to find a factual basis for them except for some truths that are out of proportion to their conclusions. Several of them are of this sort: "Arsenic is poison. There is arsenic in sea water. So sea water will give you arsenic poisoning." It will not, because the volume of water you'd have to drink would kill you first.

Predictions that SST's would alter the climate claim that the moisture left in vapor trails at 65,000 feet would remain there and accumulate a cloud level

* For simplicity, we pretend that the airlines buy the planes themselves. Actually, they are sometimes financed by pools of large investors and rented to the airlines.

over the earth in time. There are no known facts to support such a prediction. SST's can hardly ever produce vapor trails when cruising at 65,000 feet. One severe thunderstorm can deposit as much water in the stratosphere as 400 SST's flying four transoceanic flights, and there have been up to 6,000 thunderstorms a day for untold millions of years.

By the same token, there is no basis in known fact for the allegation that water deposited at high altitudes by SST's could destroy the ozone layer, which acts as a shield to keep out damaging ultra-violet rays from the sun. Again, the insignificance of SST water contributions to the total vastness of the atmosphere allows no such prediction. The problem has been carefully studied. In the absence of any evidence supporting such allegations the studies continue, however, since the subject is not a trivial one even if the supporting evidence for the charges is lacking.

Since amateurs are sounding off on these subjects every day, the public is at least entitled to access to the following expert opinion released by the Department of Transportation:

"Two scientific groups—The National Research Council of the National Academy of Sciences, and the Office of Meteorological Research—have studied the situation and report that there will be no appreciable disturbance of the earth's normal atmospheric balance by a fleet of SST's making 1,600 flights per day."

How about ordinary pollution by smoke, hydrocarbons and other exhaust pollutants? Jet engines don't pollute as

much as internal combustion engines. The latest jet engines have smokeless burners that reduce emissions for ground operations by 70% for smoke particles and by 45% for smog ingredients. The SST's will have better pollution control equipment, since the latest in pollution-control design will be engineered into them from the start.

A Boeing SST fully loaded, going at top speed, will be the polluting equivalent of three cars doing 60 mph. If the maximum of 500 planned Boeings were all flying at once, they'd pollute the world's atmosphere about as much as the next 1,500 cars to pass on your nearest thruway, and far less than the more numerous slower planes they'd replace.

Present Boeing design suggests that one Boeing SST will make a little more sideline noise on runways and takeoff than a 707 or 747. Boeing engineers are betting that with eight years to work on it their intensive research into noise control will make the SST as "quiet" as (ie: no more noisy than) any other jetliner. But the present design is noisier.

SST's should relieve airport and airways congestion. They'll fly far above the presently-used air lanes, and, like the 747, permit more passengers to be moved on fewer flights. Such haul capacity may become absolutely necessary the way public air travel keeps growing.

But both the pros and cons of these sidelight issues are not part of the essential case for the SST. The economic meaning of the big ships to 4 million Americans and our total economy is the big case for the SST. THE END

STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION

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B. Paid Circulation		
1. Sales Through Dealers and Carriers, Street Vendors and Counter Sales	None	None
2. Mail Subscriptions	2,643,171	2,664,417
C. Total Paid Circulation	2,643,171	2,664,417
D. Free Distribution (including samples) by Mail, Carrier or Other Means	12,890	11,243
E. Total Distribution (sum of C and D)	2,656,061	2,675,660
F. Office Use, Left-Over, Unaccounted, Spoiled After Printing	16,698	8,800
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ARE YOU SURE OF YOUR RETIREMENT PENSION?

(Continued from page 27)

To accomplish such sweeping aims it would seem necessary to require *every* employer to have a pension plan on some simple basis that could be applied to all. In short, legislate away their private nature. And when that was done, if it were done, and you took a look at what remained, you would see that it was nothing but an increase in, or duplicating of, the existing Social Security system accomplished by destroying systems that now exist in addition to it.

It's enough to make one dizzy to look at the complexity of existing private pension plans and try to figure how any sort of blanket legislation could achieve what the more sweeping proposals are trying to achieve.

One type of pension, which embraces more than a half-million people under 700 different plans, is pay-as-you-go. In its purest form, a pay-as-you-go plan has no pension fund. As a worker reaches retirement age the company goes into its current assets and buys him an annuity from an insurance company.

Among plans which lay a nest egg aside before the day comes to pay it out, there are several types and numerous variations of each. Two basic kinds are insured plans and trustee plans.

In insured plans, premiums are regularly paid to an insurance company, which then pays out in annuities to workers when they retire.

Trustee plans accumulate a going pension fund under control of trustees, who may be company officials, union officials, a combination of the two, or outside trustees. Some trustee plans *must* be used to buy pensions. Others may be dissolved and returned to the management.

There is growing resentment today against the pension plans that are revocable by management, especially since some conglomerate "raids" have taken over a company, then revoked the pensions simply to capture the fund as an asset.

A pension fund that seems adequate today may become inadequate tomorrow for reasons that nobody can foresee.

The best of all possible plans would be "fully funded" for the future. "Full funding" means that there is enough now on hand or being surely accumulated to pay off all expected demands when they come due.

Most of the better plans today are only fully funded on a current basis. That is, enough is set aside each year to cover future pension rights earned by employees during that year.

But when a plan is improved, either voluntarily or as a result of a union contract, the fund may for years remain short of enough to cover the new liabilities

that the improvements obligated it to pay off for past services. And when a plan is first started it may take a long time, and require hope as one of the ingredients, to set aside enough to cover employees' services for the years before the plan started.

By the same token, the method of building the fund may fall apart, as in the case of the United Mine Workers. Back in 1946, the UMW got an agreement that so much would go into the union welfare and pension fund for each ton of coal produced. It started at 5¢ a ton then, to be built up to 40¢ a



"I feel twenty years younger—financially, that is!"

THE AMERICAN LEGION MAGAZINE

ton by 1952 and thereafter. It looked like a perfectly good plan at the time.

But coal production fell off drastically at the same time that more and more miners became eligible for pensions. By 1966, benefit payouts were taking about 80% of the fund's income, while there wasn't enough in it to cover the next year's payments. As a result, benefits had to be cut drastically.

To the most militant reform advocates, all private pensions are *earned* rights to which the worker is entitled. This is undeniable for all pensions that were actually negotiated as fringe benefits. It is morally true if an employee were told of a pension as an inducement to sign him up, and kept on in the belief he'd get his pension. As these two circumstances cover almost all plans, it isn't hard to see the motive behind legislative efforts to make sure that actual payment doesn't fall through a sieve.

Congress is in a strong position to regulate pensions that are the result of a contract, and it is in just as strong a posi-

tion to regulate "voluntary" plans in which management has gotten a tax exemption for its contribution to its pension fund. Many voluntary plans exist for *all* employees only because the firm's contribution is not tax-exempt if it only covers the officers.

We will probably get tighter laws to secure the *integrity* and *funding* of pension funds and their management. Congress and the Administration seem together on that.

Meanwhile, of all the proposals for more detailed regulation of pension *rights*, the best hope for employees lies in growing pressure for earlier and surer "vesting."

"Vesting" is a key word for the employee who hopes to get a pension. If you are "vested" you have *some* pension coming at 65. Suppose you are "vested" after ten years. Even if you are then only 45, and move to another firm, when you are 65 you will have at least a small pension coming from your former employer. Employees who move about frequently, could, if vested early, accumulate a group of small pensions from several former employers that could add up to a full pension.

Time and again, the cruelest examples of pension failure have sprung from harsh vesting features of both management and unions—as in several cases we've cited.

In both the original Javits and Yarborough bills, vesting after ten years was stipulated, while there are those today who are seeking vesting from the first day of employment.

It seems unlikely that "portability" will become law. But improved "vesting" is actually a form of "portability." Instead of making a mess by trying to create a common fund out of 50,000 different plans, as some "portability" schemes propose, improved vesting would serve the same purpose without commingling assets from all the different plans. Each fund could pay according to its own scheme to vested former employees, exactly as it pays to those who retire from it directly.

It is entirely *possible* for Congress to require some reasonable standard of vesting in all negotiated contracts that provide employee pensions, and to withdraw tax exemption from voluntary funds that don't.

But, if one may make a guess, the technical problems that arise in spelling out such laws so that they will work, plus the resistance of both management and unions, will prevent the enactment of any far-reaching vesting or portability laws. Instead, by the pressure of open hearings and by the *threat* of drastic laws backed up by the enactment of some milder ones, we will see more protection of pension rights brought on by heat than by law.

THE END

HOW WE GOT THE NEWS OF PEARL HARBOR

(Continued from page 21)

tent of the damage was not known, nor were our casualties or theirs. Where the planes came from and whether they escaped was unknown, and further bulletins will be announced as soon as received. All military leaves are cancelled. Reservists should stand by for orders to duty.

This was the kind of thing that he filled most of nine hours with, he recalls. When Early sent along hard information such as "it is known that they were carrier planes," or "the attack ended at 8:25 a.m.," or "The President will address a joint session of Congress tomorrow," it only took a moment to read. Then Baukhage had to keep talking.

"I concealed the fact that I was talking directly from the White House as long as possible," he says. "But before the day was over CBS, Mutual and every local station had a mike in the room. The place looked like a forest. Reporters fell over microphone cords and complained to high heaven. The next day the Press Room was again out of bounds for live broadcasts."

Steve Early brought the first few bulletins down from the President's room himself before a messenger service was set up. When cabinet members or military leaders came to confer with the President, Baukhage would desert his mike and run to the front of the White House, then run back to say who'd just arrived. Soon NBC sent him a "legman" to feed him such information, as well as background material on Pearl Harbor, the Navy, past relations with Japan and anything else to fill in the long silences between sparse bulletins.

But Baukhage supplied some of the best background himself. The previous day, to get information for his regular Monday broadcast, he had interviewed special Japanese envoy Kurusu, on a "don't-quote-me, background-only" basis. He told his listeners the great deal that he knew of the various Japanese leaders in Tokyo and Washington. Then, telling himself that this was war and he needn't keep any promises made to Kurusu, he described what he'd seen and heard on Saturday afternoon at the Japanese Embassy.

His listeners learned that Kurusu proved to be a charming, urbane conversationalist on trivial things. But every time Baukhage would attempt to talk

about political or military matters, a third person present, the First Secretary of the Embassy, quickly changed the subject. "Today, I don't remember that guy's name, but he was a smooth character who certainly made the difference between company and a crowd," says Baukhage.

Meanwhile, there was an unusually large number of Embassy staff on duty for a Saturday afternoon, engaged in frantic activity: scurrying about, gathering up papers from desks and out of files. He recalls: "As I was being politely but firmly hurried out through the Chancery, I remarked to a clerk, 'You seem to be very busy around here on a Saturday,' to which he replied as he rushed away with

a stack of papers, 'Yes, very busy these times.' Of course they were collecting the classified documents and codes to burn them."

Baukhage told it all.

When Steve Early closed down the Press Room after midnight, every bulletin that the President was willing to release had been broadcast, and Baukhage had filled in the rest of nine solid hours with background talk. The great extent of the damage at Pearl was not released until later. By then, the President had delivered his "day that will live in infamy" war speech in the Senate chambers—and Baukhage, standing in an open doorway with a lookout, had picked it up live on a hidden mike. And that's how we got the news of Pearl Harbor, 29 years ago. THE END

THE SONGS WE'VE SUNG IN WARTIME

(Continued from page 15)

sociated with our fight for freedom and our battles to preserve that freedom are set to foreign tunes. Thus, out of the War of 1812 came "The Star-Spangled Banner," destined to become the nation's national anthem—the song to which we automatically rise to our feet in respect.

The genesis of the inspired number is well-known. A young lawyer, Francis Scott Key, who had toyed around with poetry, had been on a British battleship as a member of an American commission seeking the release of a doctor. He had been eyewitness to the British attack on Fort Mchenry on the night of Sept. 13, 1814. When, in the early dawn, he saw our flag still waving bravely to the breeze, he was spurred to write a few verses on the back of some envelopes and pieces of scrap paper. Then he took the British tune "To Anacreon in Heaven" to embrace his poem—and, of course, what followed is such a familiar tale that we may drop the subject at this point.

SIMILARLY, "Yankee Doodle" also was set to a foreign melody and it is fairly clear that on this continent it was first sung by British soldiers to poke fun at the Americans. The song may have come from Holland, Spain, England or France. All sorts of explanations of it may be found. It has been traced to a British nursery rhyme tune "Luey Lockett," to an older Dutch nonsense song, to French vineyard workers and to a Spanish sword dance, among others. It seems to have been sung in derision of Oliver Cromwell and his Puritans in England in the first half of the 1600's, which may explain why it was later sung in derision of the American colonists—in view of the Puritan origins of some of the earliest New England settlers.

In the 1750's, during the French and Indian War, a British Army physician is

credited with having made up some Yankee Doodle verses to deride the American militia (then British allies), because of their ragged, unmilitary appearance. This was Dr. Richard Shuckburgh, who is said to have composed his verses while encamped near Albany, N.Y., and who was "amused at the sight of the ragged and disheveled troops under General Braddock."

According to the most romantic version (and possibly a true one), the American colonists took the song as their own at the outbreak of the Revolution after turning the redcoats back at Lexington and Concord. They sang it with a vengeance, according to this version, as much as to say "Who's a bum now?" Yankee Doodle has remained our very own to this day.

Then consider the hymn which some folks regard as much a national anthem as "The Star-Spangled Banner"—and, indeed, I have been present on some occasions when the tune was played or sung out by a chorus when many in the assembly have risen as they do almost automatically for the anthem. I'm referring to "America," or, as most people prefer to call it, "My Country 'Tis of Thee."

There has been a widespread impression that "America" was among the earliest of our patriotic hymns. Actually, it dates from 1831. Here again we have to convey our thanks to England, for the tune is from "God Save Our King."

A Boston theological student, Samuel Francis Smith, wrote the verses in response to a request to create a song for a children's choir. Smith, who had been perusing some music books of the era, found one melody appealing and set the words of his verses to it—unaware, as he revealed later, that it was the British anthem. (Continued on page 50)

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THE SONGS WE'VE SUNG IN WARTIME

(Continued from page 49)

Around "Columbia, the Gem of the Ocean," there have been arguments pro and con—as to whether the melody was actually British or American spawned. Credited with the words and music has been Thomas A. Becket, who is supposed to have written the song in 1843 as a patriotic number for a benefit in Philadelphia. When copies of the song came out, a David T. Shaw was listed as its composer and lyricist. The indignant Becket then arranged to have the offering published under his own by-line. Whereupon he was assailed with the accusation that it had been plagiarized from the British "Britannia, Pride of the Ocean." To this day, a cloud of doubt hovers over the song—but there's no doubt as to its long-time popularity.

As for one other patriotic number, "Hail Columbia"—there can be no doubts. It is all-American. Even in this case, the tune was borrowed—but from an American melody. The lyrics were written in 1798 by Joseph Hopkinson, son of Francis Hopkinson, one of the signers of the Declaration of Independence. He is recognized as about the first of the American songwriters ("Battle of the Kegs"—that one using the "Yankee Doodle" tune—"My Days Have Been So Wond'rous Free," "Beneath a Weeping Willow's Shade" and several others).

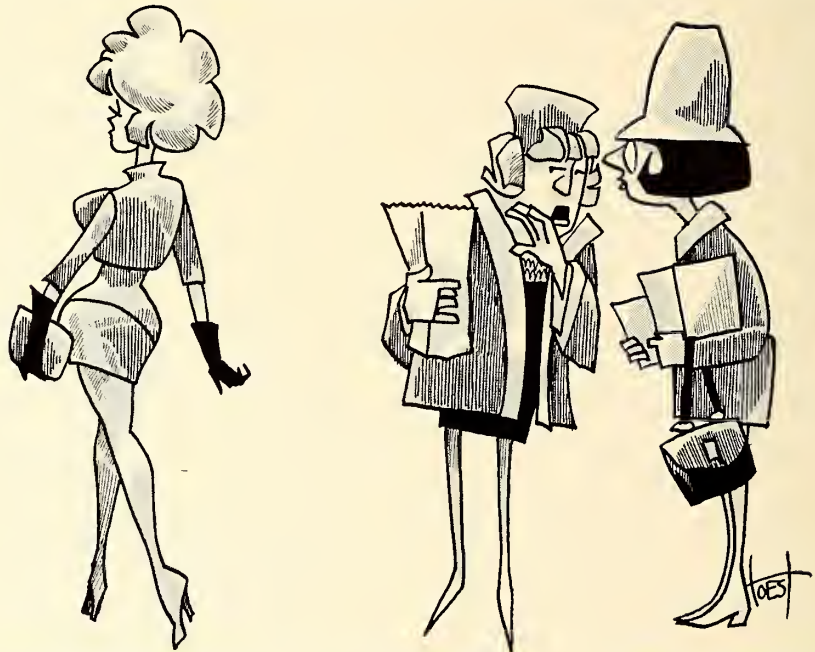
Young Hopkinson wrote his verses when we seemed to be on the verge of war with France. A young singer named Gilbert Foy asked Hopkinson to write something that might be used for a patriotic benefit planned shortly and "Hail Columbia" was the result. For the tune, Philip Phile's popular "The President's March" seemed just the melodic ticket. The first sounding of "Hail Columbia" at the benefit was a riotous success. It continues to be one of our dominant patriotic hymns. During the Civil War, it ranked almost equally in popularity with "The Star-Spangled Banner" and "Yankee Doodle."

We can't dismiss this subject without some comment on WWI's outstanding martial favorite and one of WW2's major war song hits. The first is George M. Cohan's "Over There." Several versions prevail of how it came to be written, but the most authentic seems to be that the famed actor-composer, having picked up his morning paper on that momentous morning in April to learn that we had declared war against Germany, felt prodded to write a song to express his feelings and those of his fellow countrymen. Through his mind ran the thought that what happened over there where the action was would eventually determine our status as a free and independent nation. The tune and lyrics began forming in his mind, es-

pecially the lines for the opening verse of "Johnny, Get Your Gun," from a song of the 1880's. Cohan once told this reporter that his father often sang or hummed "Johnny, Get Your Gun," and he borrowed its lilt for the flair of his new song. By the time he had put it all down on paper, he had the title, too—"Over There." And so emerged the number that had the doughboys eventually marching behind bands, sounding it off; individuals and groups singing it—a song that won for Cohan the Congressional Medal of Honor "in" as President

were sold—and close to a million copies of the sheet music.

And now, reverting to the antiwar sentiment that has sprung up since the end of WW2—particularly since the Vietnam involvement—it might be pertinent to mention one song that had a brief spell of popularity prior to our entrance into WW1—that was the downbeat offering "I Didn't Raise My Boy to Be a Soldier," by Alfred Bryan and Al Piantadosi. But once we were in the war, the song faded fast and indeed numerous rebuttal chants flooded the market—among them, "I Didn't Raise My Boy to Be a Slacker" and "I Didn't



"I can understand why she had a nervous breakdown . . . too many moving parts."

THE AMERICAN LEGION MAGAZINE

Franklin D. Roosevelt some years later put it, "belated recognition of his authorship of 'Over There' and 'You're a Grand Old Flag!'"

As to the WW2 song hit, provocatively titled "Praise the Lord and Pass the Ammunition," it was Frank Loesser's patriotic gesture. Loesser, later to gain distinction for so many of his musical comedy and film scores, as well as his countless single numbers ("Baby, It's Cold Outside," "I Believe in You," "Anywhere I Wander," "Once in Love With Amy" and dozens of others, as well as the librettos for "Most Happy Fella," "Where's Charley?" "How to Succeed in Business Without Really Trying," "Guys and Dolls") took a reported utterance by a Navy chaplain, William Maguire, during the Japanese attack on Pearl Harbor as the springboard for his song as well as the title. He once told this writer that while he felt it was a fine number, he was amazed by its almost immediate acceptance. When it was recorded, some 3 million platters in all

Raise My Boy to Be a Soldier. But He'll Fight for the U.S.A."

Meanwhile, our fighting boys in Vietnam, in spite of lack of songs dedicated to their particular war, fall back on pop numbers from the best seller singles or albums. A top favorite as this is being written is Burt Bacharach's "Raindrops Keep Fallin' on My Head" for which, on occasion, some ribald lyrics are substituted. Some of our boys who served in the monsoons in the Pacific and Burma could have used that in WW2.

Call this writer a flag-waving square but he remains partial to all those songwriters who, from 1814 through 1945, affirmed their stand with Francis Scott Key when he asked that each succeeding generation declare in its own time whether the "Star-Spangled Banner" yet waved "O'er the land of the free and the home of the brave." The sad truth is that in 1970, Tin Pan Alley is silent on the subject. What's wrong? Isn't our land still free? Aren't freedom and bravery still worth singing about? THE END

THE GRUESOME HISTORY OF THE NATCHEZ TRACE

(Continued from page 20)

would make a point of encountering me. He was always anxious to hear what was being said of him. Once he still had blood on his hands when he told me not to be afraid of him, that he was after money and not letters." The outlaws gave Swaney a scare from time to time but he was never harmed.

The mail route ushered in a new era for the Natchez Trace. President Thomas Jefferson saw the route as the vital link to the southern half of the Louisiana Territory. His Secretary of State, James Madison, strongly urged that the swiftest means of communication and travel be established for the area. In 1801, Jefferson ordered plans begun to clear a real road from Nashville to Natchez and named a commission to seek permission from the Chickasaws and Choctaws to build the road through their lands.

One of the chiefs with whom the United States had to bargain was George Colbert, one of three brothers heading the Chickasaw tribe at the time. The "Chickasaw Colberts," as they were known, were an independent and shrewd Scotch-Indian family that dated back to the late 1730's, when their grandfather, Scottish-born James Logan Colbert, an enemy of the Crown, fled to America and became a trader in the South. James soon moved into the wilderness, settled among the Chickasaws and was adopted by them. Before long he was a chieftain. He had sons by several Chickasaw squaws, and they in turn took Chickasaw women for wives.

By 1800, the Colberts had established a dynasty of considerable power along the Trace. In the early days, the family, violently anti-Spanish, aided refugees fleeing northward from Spanish persecution. Later on, their influence helped settle trouble and treaties between whites and Indians.

IN THE FALL of 1801, a delegation of Americans, headed by Gen. James Wilkinson, top officer in the American Army, met Chief George Colbert at Chickasaw Bluffs (later renamed Memphis) to seek an agreement on the road.

Wilkinson, whose reputation had been earlier tarnished by some questionable deals with the Spanish, was anxious to please President Jefferson. The general called the Indians "Brothers," claimed them as friends and referred to himself and his delegation as "representatives of your great father, the President." He continued with a rambling appeal which, boiled down, meant simply that the United States Government wanted to improve the Trace and asked permission to open it up through Chickasaw land. In addition, he sought the Indians' consent to settle selected white families along the road to maintain accommodations

for mail riders and travelers. The same request, he added, would be made to the Choctaws whose land lay farther to the south.

The Chickasaws listened patiently to General Wilkinson. George Colbert's first reaction to the request was that he feared the tribe's horses and cattle would stray too far on a widened Trace and that settlers or travelers would steal them.

Wilkinson thought about this for a moment, and then agreed that "no white people shall be allowed to travel on the road except such as have procured passes from our agents at Natchez and Nashville, and gates shall be erected at some of the bridges on the road, and maintained by the United States, to prevent the horses and cattle of the Chickasaws from straying."

THE CHICKASAWS gave their consent, "but," said George Colbert, "we do not consent to the settlement of white families and the erection of houses for the accommodation of travelers. We leave that matter to possible further consideration, and, in the meantime, travelers will find ample provisions at our Chickasaw stations to carry them through."

Old James would have been proud of his grandson.

The Colberts went home loaded with gifts from the Americans: powder, lead, gun flints, 50 gallons of whiskey, 200 pounds of tobacco and "two dozen scalping knives."

Chief George later claimed that Wilkinson had secretly promised him a monopoly of the Tennessee River Ferry, as well as a fine, large ferry boat; a big house equipped to accommodate travelers, and good stables. Wilkinson denied it, but the facts are that the Colberts were allowed the only ferry operation across the Tennessee anywhere in the vicinity of the Trace and they *did* promptly come into ownership of a large new ferry boat. The success of the enterprise was noted by a Trace traveler, who wrote, some years later: "George

(Continued on page 52)

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THE GRUESOME HISTORY OF THE NATCHEZ TRACE

(Continued from page 51)

Colbert's house, right near his Tennessee River Ferry, looks like a country palace with its abundance of glass in doors and windows. His unkempt wife parades about the place wearing the finest Paris hats, but always barefoot."

During 1802, long stretches of the Trace were widened, its crookedest portions straightened and a few bridges were built. Soldiers doubling as laborers were threatened at times by "minor robber-killers," one of whom was "a tall, knock-kneed, yellow-haired, crop-eared, pistol-pumper named Tranium." So many workers claimed to have disposed of Tranium that his actual fate is not certain.

In early 1803, work on the road came to a halt. Soldiers could no longer be spared. At that time, both ends of the Trace were fairly good roads, but 150 miles or so in its middle "still wound a wilderness trail."

The Natchez Trace had been opened up, and it became the main artery of travel for the whole vast Southwest area. It was the only wagon-road from the Cumberland country to the Mississippi, the only overland route to New Orleans and the new Louisiana Territory, the original road to Texas.

Tobias Gibson, a young minister from South Carolina, took Methodism down it. Lorenzo Dow, a tall, skinny preacher from Connecticut, who exchanged his penknife and only spare shirt for ferry fee at Colbert's Tennessee River crossing, spread the camp meeting spirit along it. Dow, who never shaved or cut his hair, and who always wore a melancholy expression and a long black coat, wrote of one of his evangelical sessions on the Natchez Trace. "We had a great cry and a great shout," he said, "and it was a weeping, tender time." Along the Trace, too, went settlers, soldiers, ladies of various shades of virtue, and, finally, lawyers and merchants and wives and mothers in carriages and on the mail stage.

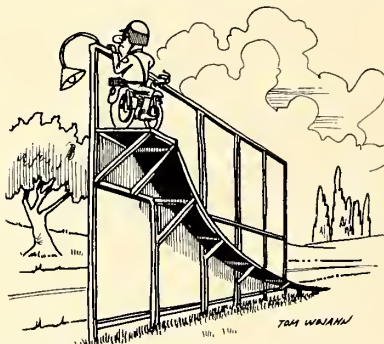
Two of the most important Trace travelers were Andrew Jackson and Meriwether Lewis.

THROUGH THE YEARS, Jackson was on the Trace so often that it was lightly referred to as "Old Hickory's Road." But it was his role of suitor and army commander that links him historically to the Trace. In 1791, during his courtship of Rachel Donelson Robards, then staying near Natchez, he covered the Trace three times. The last time he brought Rachel home to Nashville as his wife—only to learn, not long afterward, that they weren't legally married after all.

As commander, in 1813, he led his sick and weary Tennessee volunteers up the Trace from Natchez, tramping be-

side them, sharing their hardships. At the outbreak of the War of 1812, he had volunteered his services and those of his troops and took them to Natchez, only to receive orders some months later to dismiss the troops there. Jackson refused. Without funds or provisions, they started the trek back to Nashville. On an April day in 1813, at Colbert's Station on the Tennessee, he pledged his own credit for provisions, horses for the sick, and ferriage for the corps—an amount in excess of \$60,000, most of which was finally reimbursed by the United States Government.

In 1814 Jackson had an army in Florida when the British threatened New Orleans by sea. His men made it to New Orleans in time to rout Pakenham's army at Chalmette early in January



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1815. Then the whole army came back up the Trace—in a victory march this time.

A circuit rider who watched as the army passed later recalled that "they had merry faces and they marched with light step. First came a heavy brigade of Tennessee Infantry; then came regiments of mounted riflemen, and squadrons of mounted riflemen, and squadrons of light dragoons of various sizes. These were followed by smaller detachments of both cavalry and infantry, and last came the sick and their attendants. Last, that is, except for General Jackson." Andrew Jackson rode in a carriage and his Rachel was with him.

Meriwether Lewis, of the Lewis and Clark expedition to the Pacific Northwest, died on the Natchez Trace in what some historians call "the greatest mystery of the ancient trail."

In 1809, three years after he had returned from his Western expedition with William Clark, the 35-year-old ex-secretary and personal friend of President Jefferson was Governor of "Upper Louisiana," stationed in St. Louis. For a year he had had little peace with other government officials in the area. Feuds, rumors, accusations and politically ambitious men had snarled what work he had hoped to accomplish in the new ter-

ritory and what Lewis saw as a breakdown in communications with Washington had resulted.

He was a moody man subject to periods of deep depression. Determined to set matters straight, he left St. Louis for Washington in September 1809. Crossing the Mississippi at Chickasaw Bluffs, he struck the Natchez Trace just south of the Tennessee River. Traveling north, he arrived alone on the night of October 10 at Robert Grinder's tavern, some 70 miles from Nashville. Accounts disagree as to what happened to two servants and an Indian Agent who'd left St. Louis with him.

LEWIS DID NOT like the accommodations Grinder offered. After staying outside for a while in a raging storm, he wrapped himself in his buffalo robe and slept on the floor of a crude shelter adjoining the tavern. During the night, women in the tavern's kitchen heard a shot. In the morning, according to some accounts, Lewis was found dying, his pistol beside him. Other accounts state that Lewis was found dead; that he had been shot twice, and that his throat had been cut.

Robert Grinder and his wife told a mail rider who arrived that day that Lewis had shot himself, a story which was believed when it reached Washington. Jefferson, out of office now and living in Virginia, reported that his protégé's death had been due to "suicide based upon hypochondriac affections." There were suspicions that one of the servants or the Indian Agent had been a hired gunman for Governor Lewis' enemies in St. Louis. But the settlers near Grinder's Station and the Trace mail riders—the people who knew Robert Grinder and his wife best—believed Grinder had murdered Lewis for his money. Grinder soon sold out and moved near New Orleans, where some of Lewis' personal possessions later turned up.

Lewis was buried beside the Natchez Trace, near the tavern, in what is now Lewis County, Tenn. His grave remained unmarked for 40 years until the state legislature appropriated \$500 for a monument. A few acres around the monument were set aside as Meriwether Lewis Park.

In 1811, the first steamboat churned down the Mississippi. By 1830, the growing number of steamers going up and down river gradually ended the usefulness of the Natchez Trace as a homeward route for travelers.

The Trace survived, ignominiously, as the path of slave traders and slave stealers. Slave-stealing John A. Murrell, the Great Land Pirate, the last and most unconscionable of all the Trace outlaws, hit the peak of his activity in the Trace's fading years.

Murrell was born on the Natchez Trace, some 50 miles south of Nashville, in 1804, the year Little Harpe and Mason lost their lives for their bloody work on it. Murrell's mother ran a wayside tavern—"She learnt me to steal soon's I could walk and by the time I was ten I was a top hand at it, even good at picking locks," Murrell once boasted. Mom Murrell was a tall, long-thighed, big-bosomed woman, who saw to it that her overnight guests lacked for nothing. Ten-year-old John, light of hand and foot, took care of the travelers after they were asleep, entering their rooms and rifling their belongings. "The first good haul I made was from a peddler who lodged at my folks' place one night. I had several trunk keys and I unlocked one of his trunks, and took a bolt of linen and several other things, and then locked the trunk. Next morning he loaded his packs and rode off down the trail without suspecting."

John's father, an itinerant preacher, was home only occasionally. He preferred spreading the gospel to helping tend the Murrell tavern.

AT 16, JOHN hooked up with a band of horse-thieves who worked the Trace in Mississippi. One day in 1821, Murrell and a member of the gang named Crenshaw met a lone traveler while they were herding stolen horses to their hideout. As Murrell told it later, "He was a simple man and, as we sat our saddles talking to him, we soon knew he carried money. Crenshaw nodded to me and I tossed him my whip, which had a good pound of lead in its butt. Then I pointed across the valley and yelled like I saw the devil. The stranger jerked his head around to stare and Crenshaw reined in close and crashed the butt of my whip against his skull. He rolled from his saddle and we lit from our horses and fingered in his pockets. We got \$1,262." But the stranger still wasn't dead and the robbers didn't want to risk the noise of a shot. They quickly grabbed his body, one by the arms and one by the legs, and tossed it over the edge of the ravine to crash into the tree tops below. They sent the man's saddle and other equipment flying after him. Then they halted their horse in with their drove and went on their way.

Compassion was one trait Murrell didn't pick up at his mother's knee. Once, after having to shoot his crippled horse, he encountered a gentle old man who had nothing of value except the animal he was riding. He made the man dismount. "He looked wishfully up and down, and at last he turned from me and dropped on his knees, and I shot him through the head. I felt sorry for him, but I'd been obliged to travel on foot too long."

Murrell was often arrested for minor

misdeeds before he was caught for a serious crime. By the time he was taken in 1832 "for stealing an ornery mare belonging to a widow woman," he was a widely despised, notorious man. Tried in Nashville, he was sentenced to 12 months, to begin after "he be given thirty lashes on his bare back at the public whipping post; and after he should sit two hours in the pillory on each of three successive days and on the last day be branded on the left thumb with the letters 'H.T.' for 'Horse Thief' in the presence of the Court, and so be rendered infamous."

The sentence was carried out exactly as specified, with great crowds jeering at him each day.

During the years Murrell operated as a horse thief, he was also engaged in his "specialty," stealing slaves. He'd steal a slave and sell him, then re-steal and re-sell him, over and over and with the cooperation of the slave, who thought Murrell was moving him to freedom. If the slave grew suspicious, Murrell simply murdered him and disposed of his body. Murrell made money stealing slaves, and he was never caught at it.

Murrell's year in prison for stealing the "widow woman's" horse was spent planning for his freedom. He turned to the Bible, not for solace or with any idea of repenting, but because it held the key to the success of his next operation.

At the end of his term he was thoroughly versed in the Scriptures. After his release he married a girl from the "Gut," Memphis' red-light district, parted his hair in the middle, and hit the Trace masquerading as a Methodist preacher.

A NEATLY DRESSED, friendly man, he was welcomed all along the southern Trace, while he avoided the Nashville end. His preaching was so soul-stirring that the traders, peddlers, inn-keepers, and settlers at camp-meeting sites never dreamed he was passing counterfeit currency and that he and his gang were stealing slaves. "I preached some damn fine sermons while my men hid out the black boys, and I spread a lot of queer money among the pious," he later bragged.

Murrell could not forget his humiliation in Nashville, and the brand on his left thumb was a vivid reminder. He wanted to strike back. In time, a "rage to wreck the people's system" became a madness with him. He gathered a large following which he called the "Clan of the Mystic Brotherhood." Instead of stealing slaves, he encouraged them to rebel and to organize for a revolution. The Clan proceeded toward that end, with the uprising planned for Christmas Day 1835, when "synchronized murder

(Continued on page 54)

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HINTS FOR BETTER HEALTH. WINTER TRAVEL PICTURE. YEAR-END MONEY NEWS.

Keep your fingers crossed on influenza this winter.

Predictions by government health experts are that the chances of a major outbreak are somewhat slim, because periods of high flu incidence—such as we have had for three years in a row—usually are followed by periods of relative quiet. On the other hand, two strains—A2 (Hong Kong) and the B type—might reappear because their cycles are coming due. Recommendation: **Vaccination for those in the high medical risk groups.**

Meantime, it's a good idea to keep on schedule with medical checkups. A thorough physical exam is advisable at about these minimum intervals:

ADULTS: Up to age 35, every three years; between 35 and 45, every two years, thereafter, annually. For women, many doctors recommend an annual Pap test to spot cancer of the uterine cervix.

YOUNG PEOPLE: A monthly exam for infants for the first six months; then a two-month checkup to age one or thereabouts; then annually through high school.

★ ★ ★

Although people mutter about inflation and recession, they're still going to take offshore winter vacations this year in the same huge volume as always. That means that some areas already are sold out. On the other hand, new ones keep opening up, so that, on balance, there's a spot for everybody in a wide range of prices. The picture looks like this:

- **Caribbean hotels are booked just about solid from mid-December to mid-January.** Cruise space, however, is available (as a rule of thumb, figure \$30 per day as rock-bottom rate when you're aboard a ship). Meantime, Caracas, Venezuela, is trying to pick up some of the heavy traffic in this area by promoting air tours (\$220 and up from New York for fare plus a week's hotel accommodations).

- **Europe, too, is trying to get more U.S. winter business.** England, Switzerland, Italy, Holland and even France are bearing down heavily on package-promotions and special prices. For example, you can get a theatre package in London, which includes a flock of tickets, two weeks in a hotel (with Continental breakfast), plus air fare for \$275. Similarly, there's a two-week ski deal to Switzerland for \$353, and a two-week Rome package for \$320.

- **As for the West Coast, plenty of cruises are available to Mexico, plus something new—short South Pacific cruises, ranging from seven to 11 days.**

★ ★ ★

In checking over your year-end financial affairs, make a note of the following dates and situations:

SECURITIES: If you want to sell some of your holdings at a loss to reduce your taxes, you may do so as late as Dec. 31. Three things about loss selling: 1) you can't re-buy the same security within 30 days and still get the tax break, 2) you can, however, sell one stock at a loss and "switch" to another—usually comparable—stock with the proceeds of your sale, and 3) you can take a net capital loss up to \$1,000 off your ordinary income and carry any excess forward into ensuing years. Meantime, if you want to sell to establish a capital gain, Dec. 24 is the deadline.

SAVINGS BONDS: The effective interest rates on E bonds—both old and new—now is 5½%, up half a percentage point. To get the higher rate you have to hold the bonds to maturity or beyond. If you buy a bond for \$75 now, you will get \$102.92 in five years and ten months. The same higher interest applies for H bonds, too, except that it's a little more complicated. They now pay 5.12% the first five years and 6% for the remaining five.

INTEREST RATES: Banks still are hungry for savings accounts, so some are offering to compound the interest daily, instead of quarterly. This, of course, does make a difference—even if it's very slight. By way of example: if you put \$100 on deposit at 5%, your interest compounded quarterly will be \$5.09 that year; compounded daily, it will be \$5.13.

By Edgar A. Grunwald

THE GRUESOME HISTORY OF THE NATCHEZ TRACE

(Continued from page 53)

of whites" would take place in New Orleans, Memphis, Natchez and up the Trace to Nashville.

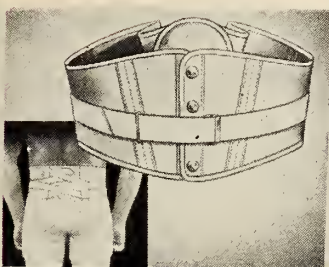
Murrell's bragging to a young man named Virgil Stewart doomed him and his "great conspiracy." Stewart represented himself to others as a storekeeper turned detective who was trying to locate two slaves stolen from an old couple, once his benefactors, and who only pretended to be an outlaw to join Murrell's gang. Other accounts claim Stewart was a renegade member of the gang. At any rate, Stewart informed on Murrell and the Great Land Pirate was captured. He was tried in Jackson, Tenn., and sentenced to ten years in the state penitentiary in Nashville. Released in 1845, he turned into a "quite mad blacksmith," and died soon afterward of tuberculosis contracted while in prison.

The Natchez Trace, pathway of pioneers, roadway of robbers, was by then dead and abandoned. A few times, portions of it were used as military roads. In 1863, Grant's army marched over it from Port Gibson to Raymond, Miss. In 1864, parts of Hood's Confederate army tramped it from the Tennessee-Alabama line to Nashville. Later the same year, Hood retreated over the Trace to Tupelo, Miss.

THE IMPORTANT role of the Trace in America's westward expansion was all but forgotten until the early years of this century when the Daughters of the American Revolution and the Daughters of the War of 1812 began, in 1909, to place markers along the route of the road. With each successive dedication of the stone monuments—21 in all—national interest in the old path mounted steadily. In 1935, Congress, with Administration backing, sought to reclaim the historical pathway. It authorized the Department of the Interior to make "a survey of the old Natchez Trace Indian trail with the view of constructing a national road on this route to be named the Natchez Trace Parkway."

Construction of the parkway began in 1937. Today, 311 miles of the planned 444-mile "straightened Trace" are open to traffic. Long and short stretches are finished in Tennessee, Alabama and Mississippi, with more than 230 miles completed in Mississippi. After 33 years, sufficient appropriations to finish the work are still wanting, and no one is prepared to say when the parkway will be completed. But the ancient Trace survives, and, once again, it is alive with travelers. The National Park Service offers a map and information leaflet free on a request sent to "R.R.5, NT-143, Tupelo, Miss., 38801." THE END

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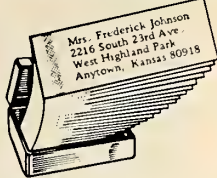


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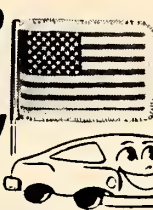
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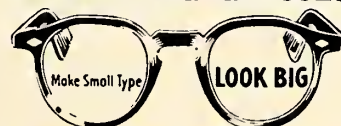
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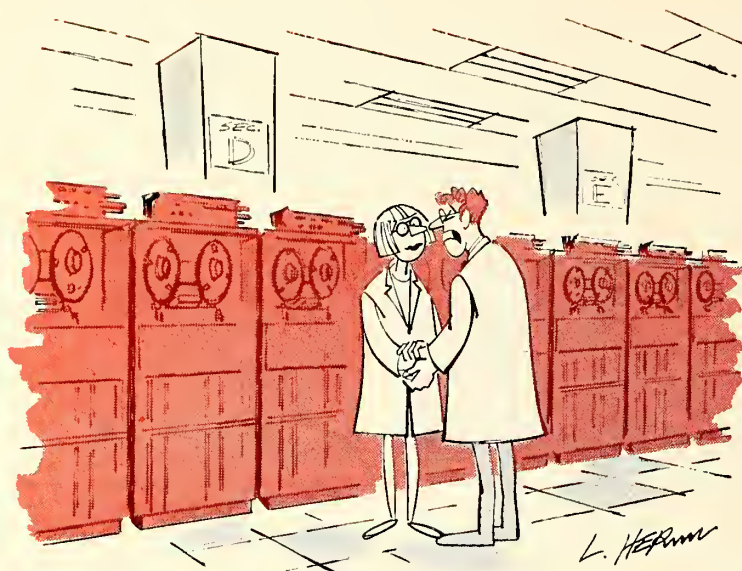


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"How do I love thee, Alice? Let me compute the ways!"

THE AMERICAN LEGION MAGAZINE

DIFFERENT SONG

On Christmas Eve the family sang Christmas carols. During a lull little Kay said to her aunt, a semi-professional singer, "What were you singing?" The aunt replied, "Alto."

The little girl blurted, "No wonder you sounded funny. We were singing 'Joy to the World'."

ART LARSON

NO LUCK AT ALL

As he relaxed in the club lounge, Barton was approached by a fellow club member.

"Barton, old boy," he said, "we're having a raffle for a destitute discotheque dancer. How's about buying a ticket?"

"Nope," was Barton's quick reply. "Even if I won, my wife wouldn't let me bring her home."

F. G. KERNAN

FOOTBALL STRATEGY

A high school football team was playing a tough opponent one Saturday afternoon, and their only desire was to escape with life and limb. They went into a huddle and the quarterback called a fullback smash into the line. "Don't run that one," mumbled the fullback. "Last time that line-backer almost twisted my neck off." "Well, all right," said the quarterback. "We'll send the left half around end." "Don't do that," said the left half. "Last time that cornerman nearly broke my leg." "Okay," said the quarterback. "right half around left end." "Oh, no!" cracked the right half. "Last time that guy broke two of my ribs."

"Well," asked the quarterback, completely stumped. "What'll we do?"

"I know," replied a guard. "Let's throw a nice, long incomplete pass!"

DAN BENNETT

OLÉ

There's a deodorant for bullfighters—it's called **RIGHT GORED**

SHELBY FRIEDMAN

AFFLUENCE IN GRADE 1

Things sure have changed
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When the good fairy left me
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Now, it's two for a quarter,
And hold your hat!
For a molar, our daughter
Asks fifty cents flat.

NATALIE ROGERS

"HOW COME???"

If there's so much hate in the world,
how do you account for the population
explosion?

LUCILLE J. GOODYEAR

POP GOES THE ECONOMY!

Trying to control inflation,
Without causing a depression,
Is like sticking a pin into a balloon
To make a *gradual* impression!

R. M. WALSH

FAT JAM

One result of the new super highways
is wider traffic jams.

GENE YASINAK

NOSE TO THE GRINDSTONE

I'm working strictly for the future,
Ever striving to build what will last.
The trouble is—I have to face it—
I've acquired a very dull past.

WILLIAM LODGE

THE UNSELECT FEW

Draft protestor's march: The parade of
the wouldn't soldiers.

PHIL STRANDYOLD



"I'm all for equal rights. Which ones are
you planning to give up?"

THE AMERICAN LEGION MAGAZINE



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Athole is a small town in the craggy mountains near Perth, Scotland.

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2 cups Dewar's "White Label"
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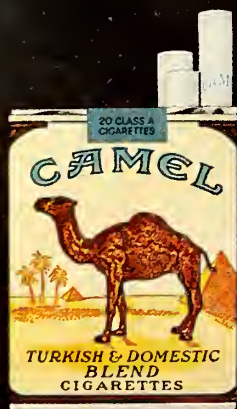
Heat honey, and when it thins slightly, stir in cream. Heat together, but do not boil. Remove from heat and slowly stir in whisky. Athole Brose may be served hot or chilled. Makes 4 to 6 servings. (If you would like even a little more touch of Scotland, soak 1 cup oatmeal in two cups water overnight. Strain and mix liquid with other ingredients.)

Athole Brose made with Dewar's "White Label" is a warm and sturdy brew. Against the cold of the winter months it will bring good cheer. And as happens with many things at this time of year, its long, authentic history seems to add a little comfort to the holiday season.

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